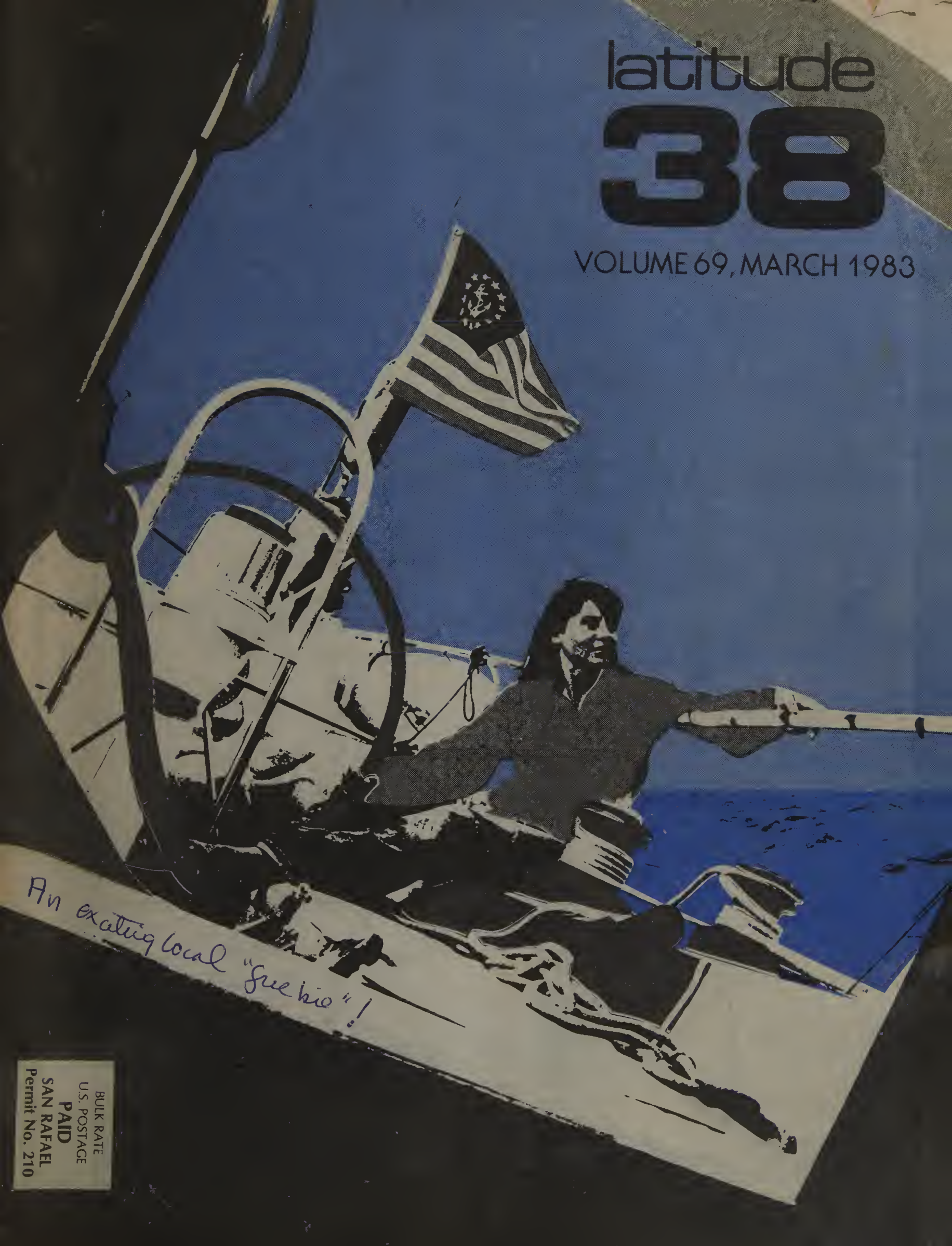


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VOLUME 69, MARCH 1983



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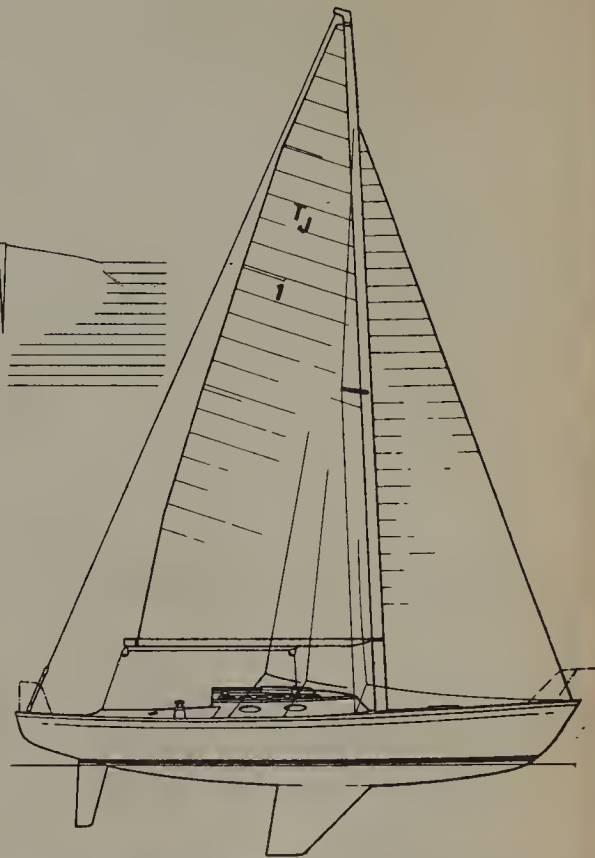
Designed by
Paul Kotzebue

Built By:

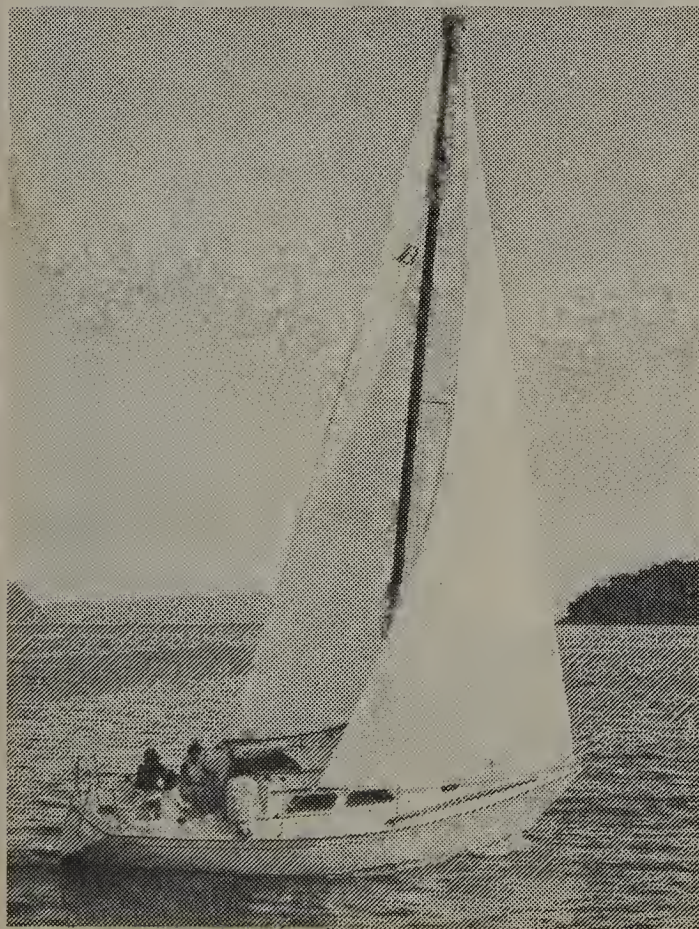
**C & B
MARINE**

LOA: 34'0"
LDWL: 25'0"
BEAM: 8'0"
DRAFT: 5'6"
DISPLACEMENT: 5790 lbs.
BALLAST: 3010 lbs.
I: 34'9"
J: 11'5"
P: 36'7"
E: 14'2"
SAIL AREA
Main: 259 sq. ft.
100% JIB: 192 sq. ft.
TOTAL SA: 451 sq. ft.
SA/DISP: 22.38
D/L: 165

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spinnaker, Volvo diesel, loaded with gear
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J/24, '77 \$9,999.90

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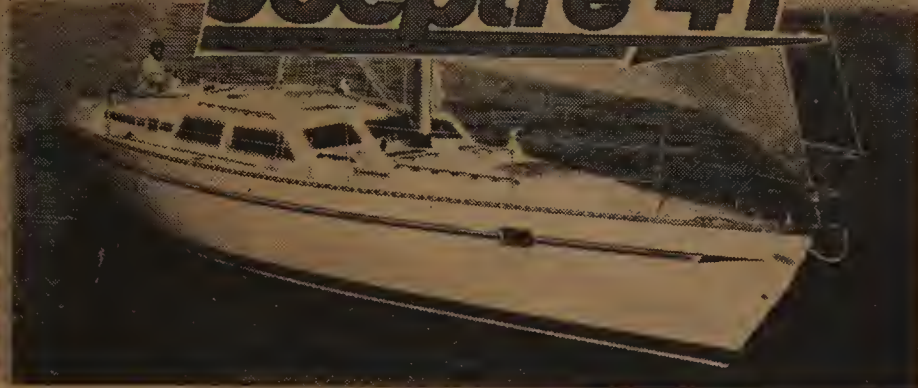
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Sceptre 41



A Sailor's Approach To Motorsailers

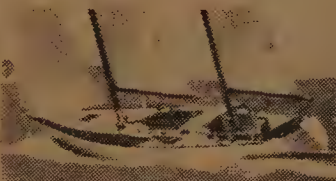
Designer-builder Hein Dreihuyzen thinks that a motorsailer should have the sailing performance of a normal cruiser/racer along with the traditional extra room and power. His new 41-footer is a high quality, meticulously finished example of this best-of-both-worlds approach.

BROKERAGE LIST SAIL

20' CAL, '66, ob	\$ 5,750
21' NORTHWEST, '78, ib/d	\$10,000
21' WILDERNESS, '78, ob	\$11,700
22' SANTANA, '77, ob	\$ 8,900
23' RANGER, '76, ob	\$15,500
23' S2, '76,	\$17,750
23' O'DAY, '78, ob	\$17,000
24' NIGHTINGALE, '78, ob	\$16,950
24' ISLANDER BAHMA, w/trlr, '69, ob,	\$10,500
25' CAL, '75, ob	\$14,200
25' SAMOUTI, '70, ob	\$12,500
25' BAHAMA, '77, ob	\$10,500
25' SIEDELMANN, '78, ob	\$18,950
25' NORDIC FLKBT, '60, ob	\$10,000
25' LANCER, '79, ob	\$14,000
25' ERICSON, '75, ob	\$15,500
25' CAPE DORY, '77, ob	\$15,500
2-25' CAL, '80, sd/g	\$25,500
25' CORONADO, '69, ob	\$ 9,500
2-25' CAL, '79, ib/d	\$26,900
25' IRWIN, '71, ob	\$10,000
25' CRUIS. FOLK., '59, o.b.	\$ 7,900
25' TANZER, '77, ob	\$11,000
26' COLUMBIA, '70, ob	\$13,250
26' RANGER, '70, ob	\$13,900
26' S-2, '78, ib/g sd	\$20,000
27' HUNTER, '77, ib/d	\$23,500
27' CAL, '73, ob	\$17,500
2-27' CAL, '75, ib/g	\$27,500
27' CATALINA, '71, ob	\$15,850
27' ALBIN VEGA, '70, ib/g	2 from \$19,950
27' SC, '74, ob	\$20,000
27' CATALINA, '80, ib/g	\$25,000
2-27' CAL, '76, ib/g	\$28,950
2-27' CAL, '75, lb	\$28,500
27' CHEOY LEE, '64, ib/d	\$24,000
27' ERICSON, '78, ib/d	\$31,000
28' TRITON, '60	\$19,500
28' ISLANDER, '76, ib/d	\$34,500
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28' COLUMBIA, '70, ib/g	\$19,900
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29' COMP. 1000, '73, ib/d	\$38,500
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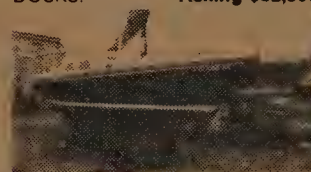
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31' MONSON, '74, ib/d	\$44,950
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32' CHALLENGER, '76, ib/d	\$47,500
32' TARGA, '78, ib/d	\$59,500
32' PEARSON VAN, '66, ib/g	\$35,000
32' GULF, '74, ib/d	\$59,000
32' VANGUARD, '66, ib/g	\$35,000
33' RANGER, '75, ib/g	\$46,750
33' RANGER, '78, ib/g	\$59,000
33' MORGAN, '73, ib/d	\$44,000
33' TARTAN 10, '80, ib/d	\$25,000
34' PETERSON, '76, ib/d	\$49,500
34' PETERSON, '78, ib/d	\$55,000
34' CAL, '68, ib/g	\$38,500
34' CORONADO, '69, ib/g	\$35,900
35' CAL, '80, ib/d	\$95,500
35' MEGELLAN, '65, ib/d	\$49,500
35' BANDHOLM, ib/d	\$88,750
35' SANTANA, '79, ob/d	\$79,500/P
35' CT, ib/d	\$55,000
36' S2 (AFT), '79, ib/d	\$73,500
36' C&C, '79, ib/c	\$88,900
36' C&C, '80, ib/d	\$81,500
36' YAMAHA, '78, ib/d	\$88,500
36' PJ STANDFAST, '76, ib/d	\$73,500
36' ISLANDER, '81, ib/d	\$82,500
37' HUNTER, '81, ib/d	\$69,000
37' ISLANDER, '72, ib/d	\$52,500
37' RAFIKI, '77, ib/d	\$81,500
38' C&C LANDFALL, '80, ib/d	\$99,250
38' DOWNEAST, '76, ib/d	\$80,000
38' ERICSON, '79, ib/d	\$97,800
39' CAL, '82, ib/d	\$112,000
39' CAL, '80, ib/d	\$97,500
39' CAL, '71, ib/g	\$76,500
40' CONCEPT, '82, ib/d	\$95,500
40' C&C CUSTOM, '79, ib/d	\$112,500
40' C&C, '79, ib/d	\$129,500
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58' CSTM KTCH, '75, ib/d	\$275,000
POWER	
23' SS 235 CUDDY CBN, '77, sd/g	\$10,500
28' STAMAS, '65, ib/ob	\$10,000
32' TROJAN, '73, ib	\$39,500
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SAIL			BROKERAGE LIST:					
22'	CATALINA, 1977	\$6,600	30'	CUSTOM KIWI 1/2 ton, 1978	37,500	65'	GAFF SCHOONER, 1981	175,000
22'	BRISTOL, 1972	7,800	30'6"	CUSTOM 3/4, 1976	41,000	105'	BERMUDA ketch, 1974	1,400,000
23'	SPIRIT, 1978	13,500	31'	PEARSON, 1979	46,500	POWER		
24'	BRISTOL, 1978	19,500	31'	INDEPENDENCE, 1978	45,000	24'	REINELL, 1978	16,500
24'7"	V1, 1970	10,000	33'	YAMAHA, 1978	59,500	26'	SABRE CRAFT, 1971	14,500
25'	ANGLEMAN, 1962	35,000	35'	ALBERG, 1965	34,000	27'	BAYLINER, 1982	27,000
25'	YAMAHA, 1979	21,500	36'	HUNTER, 1981	66,000	27'	FIBERFORM, 1976	23,000
25'	LANCER, 1979	14,000	36'	S-2 11 METER, 1981	89,500	28'6"	CARVER, 1977	28,500
25'	ERICSON, 1980	16,000	36'	LANCER, 1979	79,900	30'	SPORT CBN CRUISER, '77	30,000
25'6"	GAFF SCHOONER, 1965	22,500	36'	HERRESHOFF ketch, 1957	40,000	31'	MONTEREY, 1977	60,000
26'	PEARSON, 1977	18,500	36'	YAMAHA, 1980	119,500	32'	TROJAN-F, 1977	59,950
26'	PEARSON, 1976	18,000	37'	CF 37 sloop, 1976	79,500	33'	LAGUNA 10 METER, 1974	55,000
26'	BALBOA, 1973	11,750	39'6"	PETERSON 40, 1979	110,000	34'	CHEN HAU, 1977	57,000
26'	COLUMBIA, 1970	13,500	41'	CT 41, 1970	65,000	34'	FIBERFORM, 1977	62,500
27'	BALBOA, 1978	19,500	41'	MORGAN, 1977	158,825	35'	BLUEWATER, 1978	69,900
28'	LANCER, 1979	16,600	41'	DOWNEASTER, 1980	97,000	38'	PERFORMANCE CRUISER, 1979	89,500
29'	COLUMBIA MKII, 1966	23,000	41'	KINGS LEGEND, 1981	96,000	40'	CUSTOM SPORTFISHER, '67	89,500
29'	COLUMBIA 8.7, 1976	33,000	42'	STEPHENS MTRSAILER, '68	165,000	48'	ROAMER, 1966	140,000
29'	RANGER, 1971	27,000	42'	PEARSON 424, 1980	144,000	49'10"	AMERICAN CRUISER, 1980	199,500
30'	WILDERNESS, 1980	37,500	43'	ENDEAVOUR, 1980	155,000	57'	CHRIS CRAFT, 1966	167,500
30'	SEA SPIRIT, 1967	45,000	45'	COLUMBIA, 1975	105,000	68'	PACEMAKER, 1969	350,000
30'	PILOTHOUSE sloop, 1952	29,950	47'	OLYMPIC, 1974	150,000	68'3"	"VOYAGEUR", 1954	385,000
30'	HUNTER, 1979	41,900	48'	"AZAHARA", 1974	198,500			
30'	OLSON, 1980	39,900	48'	SWAN, 1972	167,000			
			50'	ROSBOROUGH BRIGANTINE, '73	295,000			

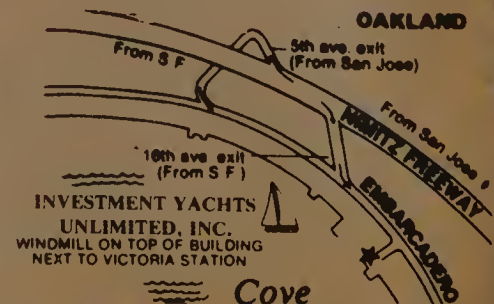
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Michelle Lawton of Paraparaumu, New Zealand
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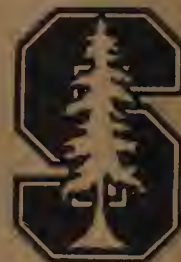
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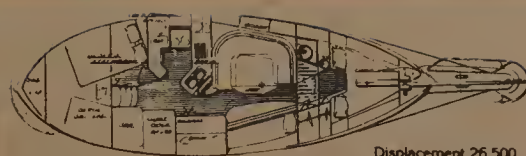
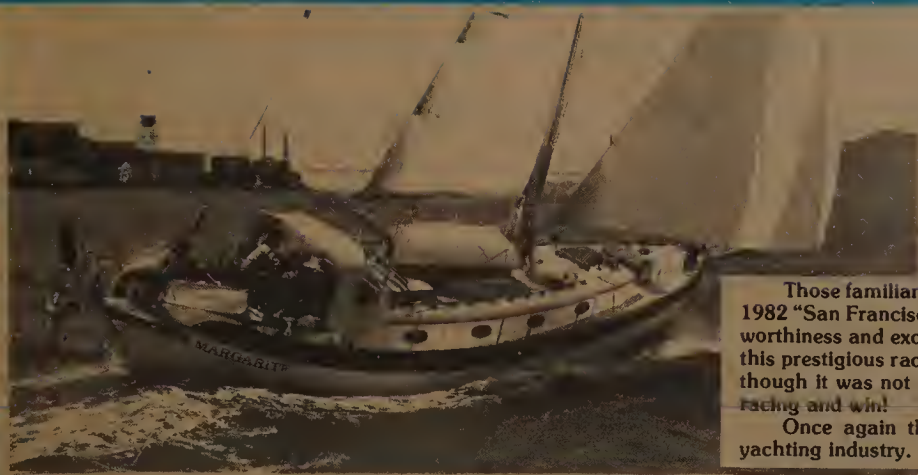


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LOA 38'0" Beam 12'4" Water 135 gal.
LWL 33'0" Draft 6'0" Fuel 90 gal.

Displacement 26,500
Ballast 9,500
Sail Area 866 sq. ft.

Hans Christian 38 TRADITIONAL

Those familiar with this outstanding yacht should not be surprised by the results of the 1982 "San Francisco to Kauai" yacht race. To exemplify the Hans Christian 38T's bold sea worthiness and excellence of design, the yacht "Apple One" took first place in it's class, in this prestigious race. With a reputation for cruising comfort, the 38T has shown that even though it was not designed for racing, it can meet the challenge of competitive offshore racing and win!

Once again the Hans Christian 38T reaffirms its reputation of superiority in the yachting industry.

SAIL BROKERAGE LIST

20' Flicka	\$ 14,950
20' Flicka	26,500
21' Flicka	12,900
21' Flicka	9,950
21' Flicka	9,500
21' Flicka	from 10,500
21' Flicka	10,900
21' Flicka	24,000
21' Flicka	15,500
21' Flicka	12,500
21' Flicka	15,500
21' Flicka	13,500
21' Flicka	19,500
21' Flicka	22,500
21' Flicka	24,950
21' Flicka	26,500
21' Flicka	17,900
21' Flicka	15,500
21' Flicka	19,750
21' Flicka	22,500
21' Flicka	23,950
21' Flicka	from 41,500
21' Flicka	44,950
21' Flicka	37,000
21' Flicka	39,500
21' Flicka	17,500
21' Flicka	from 27,000
21' Flicka	22,500
21' Flicka	39,300
21' Flicka	12,500
21' Flicka	23,500
21' Flicka	33,500
21' Flicka	44,950
21' Flicka	others
21' Flicka	63,500
21' Flicka	39,950
21' Flicka	45,000
21' Flicka	11,500
21' Flicka	39,950
21' Flicka	49,950
21' Flicka	56,900
21' Flicka	34,950
21' Flicka	9,500
21' Flicka	49,950
21' Flicka	45,000
21' Flicka	84,950
21' Flicka	44,500
21' Flicka	6,500
21' Flicka	58,500



27' Nor'Sea AFT cockpit. Trailerable, Diesel, DS, Knot, Self-tailing winches, Dodger, heater, extras. Very equipped & in perfect condition. reduced 44,950 or trade up. Susanne Kirkham, owner's agent.



32' Westsail Dsl. Well known, rugged cruiser. Well equipped for offshore. Dodger, full cockpit, weather cloths, Vane. Now we're getting serious! Price reduced to \$56,000. Submit all offers. S. Kirkham, central agent.



29' Cascade 1968 FG, teak decks. Volvo dsl. sgl. hd. rigging, w/dodger, full boat cover 12v/115 auto converter. Lovely mahog. interior. Consider trade for pick-up or 4 wheel drv., carry paper, sailing instruction if desired. Must sell by mid-March. Asking \$23,500. S. Kirkham, agent.



34' Silverton FB Sedan '79. Great boat for delta and bay. Twin Crusader 327's less than 300 hours, 7 1/2 Kohler generator, DS, VHF, 110V, Engine/Prop spares. Many Misc. items. Wants offers. Asking \$45,000.



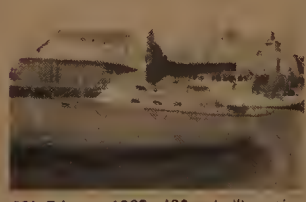
33' Yorktown Sloop '71. 50hp Perkins 4-107 diesel, FWC, 12 & 110 v wiring, Refrig, RDF, B&S pulpits, lifelines, teak trim. '82 survey shows excell. construction & cond. Asking \$50,000.



27' Orion Cutter 1980 Dsl. Full combi & VHF. Roller Furling, hot & cold w/shower, sep. sump. microwave and more makes this a superb liveaboard. Has \$55,000 invested in boat. Must sell! Asking \$41,000.



31' Herreshoff Cat Ketch. Built 1982. Nuiv. Diesel. Unstayed masts, wishbone booms. 3 diag. layers cold-molded Honduras w/2 layers fiberglass. Very fast, stiff, dry, roomy cruiser. At our docks now! Will take sm. boat in trade. \$59,900.



30' Ericson 1969. '83 rebuilt engine. Full keel, 5 winches, knot, depth, VHF. Trades considered. Submit all offers. S. Kirkham, owner's agent. Asking \$23,000.



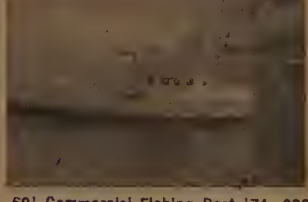
25' O'Day 1977. Serious blue water capabilities, enormous day sailing cockpit. VHF, Depth., All C.G. equip., 2 anchors. FREE BERTHING FDR 1 YEAR! S. Kirkham, agent. At our docks. Asking \$15,000.



27' Choey Lee Offshore. 1965 w/new 1982 Volvo dsl. All new wiring, 110 outlets, spreader, VHF / antenna, varnished spar and more. Full cover, new dodger. 8 sails including 2 Splnn's & drifter. Shows pride of owner. Asking \$26,500. S. Kirkham, owner's agent.



27' "FIN-GAL" Sloop 1966. Built in Stockholm. Designed by Knud Reimers for RDR. Superior in light & med. weathers, yet very sea-kindly and astonishingly dry in heavy weather. 6'6" cockpit, full headroom, lots of storage. Dyer 200 built. Original owner asking \$15,500.



69' Commercial Fishing Boat '74. 300 hp GMC dsl. with 36 hp auxiliary, Lincoln Gen., 5,000 gal. fuel., DS, VHF, 150 Amp charger. Sturdy steel hull in excellent cond. w/many misc. extras. Good Buy at \$40,000.

36' Angleman Ketch	62,000
36' S-2 11 Meter	73,500
36' Islander	84,900
37' Crealock	99,950
37' Garden Wanderbird	48,500
38' Kottenberg	29,950
38' Farallon Clipper	46,000
38' Downeast	74,900
38' Farr	79,999
38' Alajuela Cutter	125,000
38' Hans Christian Traditional	from 106,000
38' Hans Christian 38 Mk II	from 128,000
40' Custom C.C. Wood	35,000
40' Rhodes	48,500
40' Choey Lee Offshore Yawl	89,000
41' Garden Ketch	69,950
41' Mergan Out Island	109,500
42' Pearson 424	144,000
43' Hans Christian	from 139,900
44' H. Christian Ploths'se Ketch	199,950
44' LaFitte	from 159,950
46' Garden Ketch	72,000
50' Gulfstar	169,500
58' New Zealand Cruising Ketch	135,000
70' Bermuda Ketch	295,000

POWER BROKERAGE LIST

25' Albin Trawler	\$ 19,950
30' Cargo Ctr w/Trailer	39,900
32' Pacemaker	27,500
32' Laguna	48,000
34' Hatteras	39,000
34' Christcraft Sedan	19,500
35' Higgins Cabin Cruiser	5,000
37' C & L Trawler	89,550
37' Hunter Cruiser	39,900
40' Owens Tri Cabin	52,000
41' Bell Trawler Long Range	119,500
42' Matthews Tri-Cabin, Trades	52,500
44' DeFever Trailer LD	159,500
45' Stephens Classic	55,000
49' Alaskan Trawler	205,000
55' Steel Stephens	75,000
57' Chris Craft MY	167,900
60' Custom Aluminum Cruiser	450,000
64' Chris Craft Roamer	395,000
68' Long Range Fantail Trawler	385,000
69' Commercial Fishing	40,000
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84' Leadship	750,000
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- **STOCKTON**, Kate Villinger (209) 466-5631 • **SACRAMENTO**, Bobbie Voris (916) 927-2733 • **FRESNO/BAKERSFIELD**, Janet Fear (209) 291-0653
- **SOUTHERN CALIFORNIA**, Lee Rankin (213) 775-7281

“Liquid History!”



*“Splice the Main Brace!” with **PUSSER'S!***

CALENDAR

March 3 — Arrival of Queen Elizabeth aboard the royal yacht. Hail *Britannia*!

March 4-12 — MEXORC races in Puerto Vallarta, Careyes and Manzanillo. Ole, Ole!

March 7 — "Hell Ships of the South Pacific", a presentation on keel hauling and mutiny in the South Pacific, by Margot Patterson Doss. Oceanic Society, Bldg. C., Fort Mason Center, S.F. 7 pm. Donation requested. 441-5970.

March 9 — MORA spring meeting. For those who race boats 31' and under on the ocean. Paul Altman, 428-4100 (w) or 655-6000 (h).

March 10 — Deadline for Cruising Crew List forms to be delivered to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966.

March 12 — Third race of the Encinal YC Jack Frost Warm-Up series. EYC, 522-3272, or Klaus Kutz, 932-5005. Fourth race is on March 26.

March 12 — Sausalito Cruising Club hosts the first of four seminars on "An Introduction to Racing". Other dates are March 26, April 9 and April 23. Call SCC at 332-9349 or 332-9922.

March 12 — Corinthian YC's Women's Invitation race, for women skippers and crews. Glenda Carroll, 282-7912 or Renee Soleway, 461-7576.

March 12 — Coronado 25 Association holds their annual Sail Clinic at the Sausalito Cruising Club. Bobbi Tosse, 939-9885, or Elaine Kozak, 332-3380.

March 12 — Ano Nuevo Race, the ocean racing season opener. For IOR and PHRF. Dick Clark, P.O. Box 91, Monterey, CA 93940. (408) 624-9492 (w) or (408) 624-3956 (h).

March 12 — Pt. San Pablo YC annual Flea Market. Starts at 0800, it's free, and bring your own table. 700 West Cutting Blvd., Richmond. 233-1046 or 234-9711.

March 12 — El Toro Roundup at Lake Merritt, Oakland. Ride 'em, cowboys and cowgirls! 444-3807.

March 17 — Pusser's Rum celebrates St. Patrick's Day with a painkiller party and treasure hunt on Angel Island. Call Horizons, (415) 521-5370, for helpful hints.

March 19 — Start of the Newport to Cabo San Lucas race. Newport Harbor YC, (714) 673-7730.

March 19-20 — Youth Sailing Seminar at Lake Merritt SC. Call Rex Abbott, (408) 374-4935, Del Locke (415) 724-5896, or Dennis Neary (415) 531-2141.

March 19-20 — Folsom Lake's Camellia Cup in the Sierra foothills. A real jamboree with over 300 boats attending. Chris Lewis, (916) 322-4985 (w).

March 20 — Boating tips and other trivia. "Informative, entertaining, free admission, door prizes". Loch Lomond YC. 453-9811.

March 20 — Windsurfers race "Round the Rock" to Alcatraz and back to the Marina Green. For experts only! Glenn Taylor, 595-2285.

March 23 — Horizons Charter kicks off a series of spring seminars. This one is on Crew organization and dynamics. Others include: March 25-27, Coast Guard licensing; April 6, Racing seminar with Gary Mull; April 20, Proper hull design, rigging and hardware with Gary Mull; April 27, Tides and currents with Kame Richards; April 30-May 1, Women's classes taught by and for the opposite sex. 521-5370.

March 23 — Barbary Coast Boating Club will be showing the movie "Sailing, Too" at their regular business meeting. Anyone interested in joining may attend. Starts at 7:00 pm at Roxy's



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**SAINT
PATRICK'S
DAY**


**MARCH 17th
ANGEL ISLAND**

♣ TREASURE HUNT AND PAIN KILLER PARTY ♣



Grog - Pusser's Rum & water - being issued from the grog tub on board HMS ENDYMION in 1905.

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 Pusser's Rum, the legendary rum of Britain's Royal Navy, is now offered to the public. For more than 300 years, from the days of wooden ships and iron men, the Royal Navy issued a daily rum ration on board Their Majesties' ships. This tradition, one of the longest and unbroken in the history of the sea, carried forward from the year 1655 until August 1st, 1970. Pusser's Rum is the same superb rum that was standard issue on board ships of the Navy, and is considered by many connoisseurs to be the world's finest rum.

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CONTACT: HORIZONS
(415) 521-5370 2415 MARINER SQUARE DR., ALAMEDA, CA 94501

CALENDAR

Roadhouse, Larkin and Eddy Streets, S.F.

March 23-27 — Newport Harbor In-the-Water sailboat show at Lido Marina Village, Newport Beach, CA. (714) 673-9360.

March 24-April 3 — Pan Am boardsailing cup in Kailua, Oahu, HI. Where the fastest and the best go for it in the boiling surf.

March 25 — Cal 20's Roaring Twenties reunion celebrating 20 years on the bay. For reservations, call Ed or Janice Still, 435-4737, or Jerry Leth, 435-4874.

March 25 — Ed Horstman, successful trimaran designer, will discuss his work. Sponsored by the S.F. Bay Area Multihull Association. Richard Tate, 448 Greathouse Dr., Milpitas, CA 95035. (408) 946-3874 (h) or (408) 970-1755 (w).

March 26-27 — 11th annual Wheeler Memorial regatta at the Berkeley YC. Bobbi Tosse, 939-9885.

March 26-27 — Annual Spring regatta on beautiful Clear Lake. Brian Aldeghi, (707) 263-5565.

March 26 — Deadline for entries in the April 10th Women's invitational race sponsored by Island YC. Marcine Osborn, 278-0495 (eves) or Elaine Wright, 436-6463 (eves) or 545-9879 (days).

March 26-27 — San Francisco Cup match race between the St. Francis and San Francisco YC's. A real grudge match.

→ **March 31** — Arrival of the Baltimore Clipper *Pride of Baltimore*, with docking at Pier 39.

April 6 — Crew List Party at the Sausalito Cruising Club. From 6 to 9:30 pm. For people on the *Latitude 38* Crew List only!

April 7 — Crew List Party at the Metropolitan YC, Jack London Square, Oakland. From 6 to 9:30 pm. For people on the *Latitude 38* Crew List only!

April 7 — Registration for basic sailing classes sponsored by Millberry Student Union, U.C.S.F. More information at 666-1800 or 587-9887.

April 7-10 — Spring haul out symposium sponsored by the Wooden Boat Foundation at Port Townsend, WA. (206) 385-3628.

April 9 — Third annual Double Handed Farallons race, sponsored by S.F. Bay Area Multihull Association. A 60-miler. Richard Tate, (408) 946-3874, (408) 970-1755.

April 9-10 — Island YC women's race. A go get 'em weekend. Trophies for overall and division winners.

→ **April 13-17** — S.F. Bay In-the-Water boat show. A spring fling in Alameda's Mariner Square. Karen Thompson, 2415 Mariner Square Dr., Alameda, CA 94501. (415) 523-0940.

April 16 — Colin Archer Memorial race, sponsored by Encinal YC, 522-3272, or call Klaus Kutz, 932-5005.

→ **April 24** — Opening Day.

June 8-11 — Long Beach Race Week for IOR racers.

July 2 — Start of the TransPac from L.A. to Honolulu. The granddaddy of the Pacific races. Grant Baldwin, TransPacific YC, 1515 North Vermont Ave., L.A., CA 90027. (213) 667-6822 (days).

Midwinters and Spring Series — *Coyote Point YC*: 3/6 (3/12 make up); 347-6730 weekends. *Sausalito Cruising Club*: 3/5, 3/19; 332-9349 or 332-9922. *Ballena Bay YC*: 3/19, 4/9, 4/23, 5/14; 865-6641 or 365-7306.

Please send your calendar dates by the 18th of the month to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



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Lancer 25, 1979.....	14,000
25' Teak Gaff Sloop, '62, beautifully maintained & equipped	35,000
25' Flskastra dbl endr, completely equipped	29,900
Columbla 26, 1970, Johnson, well-main., roomy...	14,000
Islander 26, 1977.....	24,595
26' Frisco Flyer, by Cheoy Lee, fast, able small	
cruiser.....	2 from 14,900
American Mariner 27, stable family boat.....	13,500
Newport 27, 1973	18,950
Catalina 27.....	2 from 15,950
Nor'Sea 27, sloop, ready for cruising	39,000
29' Soveral, keel-centerboard, fine sailing cruiser...	16,500
Ericson 29, 1971.....	25,000
30' Spidsgatter, wood classic, fast & comfortable ..	39,000
Luders 30, hy Cheoy Lee, '75, Cruise equipped, Hawaii veteran.....	45,000
Bermuda 30 Ketch, by Cheoy Lee, '64, good shape but needs some varnish	29,500
Islander 30	29,500
Rawson 30	33,000
Catalina 30, 1976	35,000
Independence 31, very complete equipment.....	45,000
31' Cheoy Lee Offshore, 1969	39,000
Aries 32, '77, very able sea boat, owner financing ..	43,000
Westall 32, 1975, factory built, loaded.....	59,500
Alden 32, by Cheoy Lee, classic	43,900
Cheoy Lee 32, sloop, good equipment, clean, ready to cruise	62,900
Targa 32, 1980, new loaded, Bank Repo	52,000
Hunter 33, 1981, loaded, Bank Repo	Offers
Cheoy Lee Clipper 33, radar	49,900
33' Pearson Vanguard, very fine cruising, loaded ..	42,500
Peterson 33, successful singlehanded racer.....	59,900
Cal 34, great Bay boat and coast sailor	32,000
Peterson 34, very fast racer/cruiser.....	65,000
Cheoy lee 35, 1981, loaded.....	65,000
35' Flinnelpper Motorsailer, very able	49,500
36' Olson	42,000
37' Staysail Schooner, wood.....	67,500
37' Gulfstar 37	84,500
38' Wood Sloop, fast & beaut. Farallon Clipper ...	35,000
Offshore 40, by Cheoy Lee, '74, tri-cbn interior ...	79,000
41' Islander Freeport.....	Bank Repo
41' Morgan O1.....	Repo
41' Formosa, 1975, ready to cruise.....	69,900
Gulfstar 41 sloop, '74, newly renovated center cockpit cruiser	89,750
48' Custom Ketch.....	175,000
50' Force 50 ketch, Wilm. Garden-design, well-equip. for long distance cruising, priced for prompt sale	125,000

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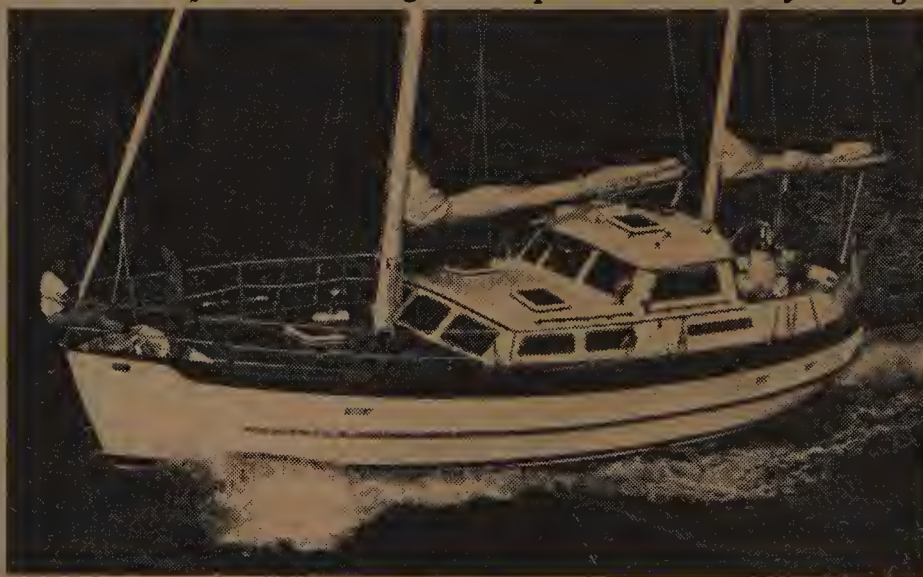
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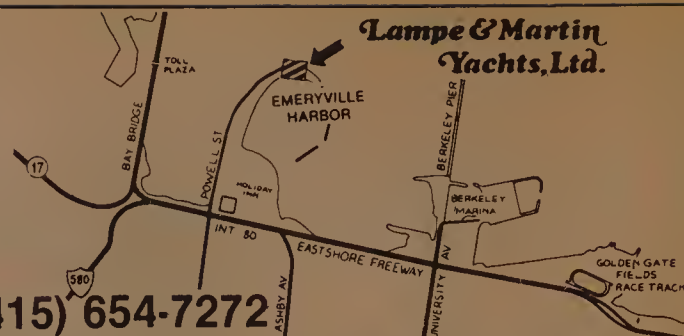


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RANGER 28

Class racer, cruiser, well-equipped. AT OUR DOCK.
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ERICSON 32

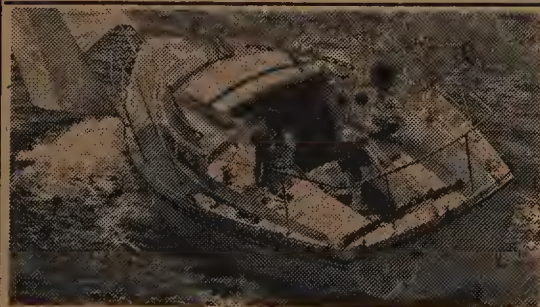
Sleek and fast, this well-built and equipped Bay racer is beautiful at \$12,900.



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1977, B&G instr., A/P, Aries vane, 6 bags sails, Hood furl'g. Best example of cstm-built V40 on the west coast. 2 avail. start'g at \$129,500.



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SAN JUAN 24	1978	13,000
LANCER 25	1978	10,000
KIRBY 25	1979	17,500
EXCALIBUR 28	1976	12,000
PEARSON 26	1978	16,000
O'DAY 27	1977	21,900
ERICSON 30	1978	39,500
HUNTER 30	1977	30,000
HERRESHOFF 30	1979	2 from 28,500
CATALINA 30	1979	2 from 33,000
ISLANDER 30	1980	2 from 33,000
CONTEST 30	1970	2 from 25,000
PAC SEACRAFT 31	1977	68,000
PETERSON 34	1978	48,000
HOLLBERG 35	1974	CC 67,500
FORMOSA 36	1980	60,000
SCYLLA 38	1981	112,500
BANJER 37	1969	MS 70,000
HAN CHRISTIAN 38	1978	106,000
CORONET 38	1979	MS 142,000
YORKTOWN 39	1974	69,000
CAL 39	1971	2 from 77,000
KETTENBERG 41	1967	at our dock 48,500
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VALIANT 32

Windlass, CQR, 4 sails, full instr., dsl., hot/cold shower, full covers, late mdl., gd. cond. \$76,700.



PACIFIC SEA CRAFT 31

American-built, fully equipped + sea trialed by owner.
Desperate — \$88,000.



ERICSON 41, 1969

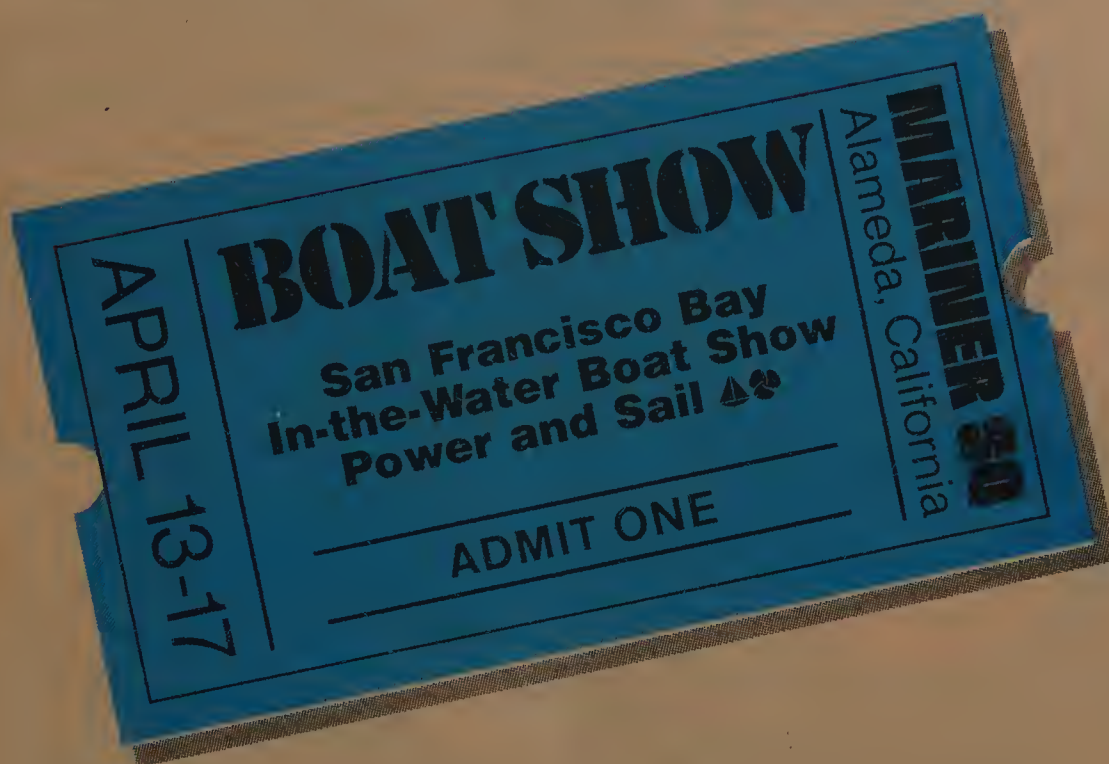
8 bags sails, twin spin. poles, sailed to HI 2 times, proven passage maker. Owner motivated. Ask'g \$69,000.

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PASSAGE 39**



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BROKERAGE**

	W	Th	F	S	Su
APRIL	13	14	15	16	17



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Power and Sail  

The largest In-the-Water Boat Show in Northern California.
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PRICES GOOD THRU MARCH 31, 1983

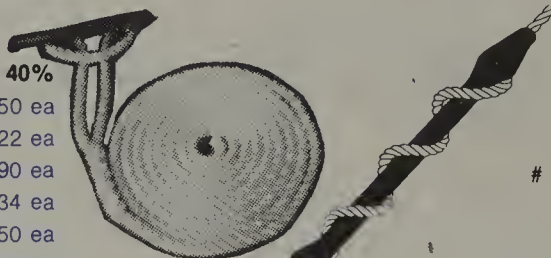
GET READY FOR THE MARCH WINDS & TIDAL SURGES WITH OUR SUPER SALE ON DOCK LINES, FENDERS, CHAFE KITS & SNUBBERS. BUY 3 OF ANY TYPE & SAVE EVEN MORE!

DOCK LINES

LINE SIZE	LIST	SPECIAL	3 + SAVE 40%
3/8 dia. x 15 ft	7.50	5.65	4.50 ea
x 20 ft	8.70	5.95	5.22 ea
1/2 dia. x 15 ft	11.50	7.85	6.90 ea
20 ft	13.90	9.45	8.34 ea
25 ft	17.50	11.90	10.50 ea
30 ft	20.50	13.95	12.30 ea
5/8 dia. x 20 ft	21.80	14.85	12.95 ea
x 30 ft	28.90	19.39	17.34 ea
40 ft	38.90	29.95	23.34 ea

FENDERS

SIZE	LIST	SPECIAL	3 + SAVE 40%
4 1/2 x 16"	7.75	6.50	4.65 ea
5 1/2 x 20"	10.75	8.95	6.45 ea
6 1/2 x 23"	17.25	14.65	10.35 ea
8 1/2 x 27"	29.95	25.95	17.97 ea



ELVSTROM "LINE-MASTER" SNUBBERS

LINE SIZE	LIST	SPECIAL	3 + SAVE 25%
# 1 - 3/8"	14.90	12.70	11.20 ea
# 2 - 1/2" & 5/8"	18.50	15.75	13.90 ea
# 3 - 3/4"	26.50	22.50	19.90 ea

LEATHER CHAFE KITS FOR DOCK LINES

LINE SIZE	LIST	SPECIAL	3 + SAVE 25%
3/8" & 7/16"	\$4.00/pr	3.40	2.95 ea
1/2"	4.50/pr	3.80	3.40 ea
5/8"	5.00/pr	4.25	3.75 ea
3/4"	5.50/pr	4.70	4.10 ea

HIGH WATER — LOW PRICES

OUR WAREHOUSE WAS FLOODED.

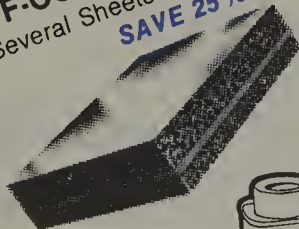
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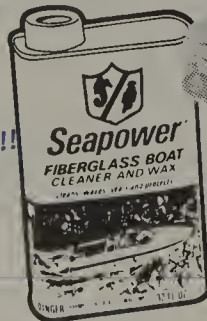


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Several Sheets Got Wet And Dirty
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Fiberglass Boat Cleaner & Wax
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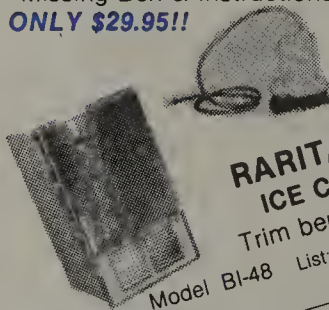


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Model 10 BC **ONLY \$11.95!**

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1750 gph — Missing Box & Instructions
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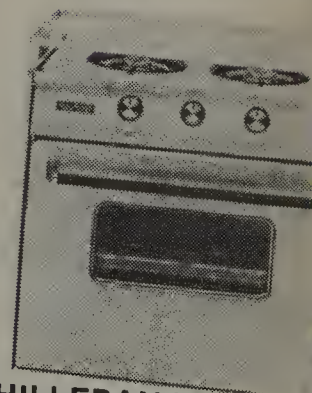
RARITAN Icer-Ette ICE CUBE MAKER

Trim bent & missing box.
Model BI-48 List: 520.00 **SPECIAL \$419.00**

CROWN TOILET, DELUXE
12v electric model mishandled - replaced cracked pump housing.
List: 540.00 **SPECIAL: \$429.!**

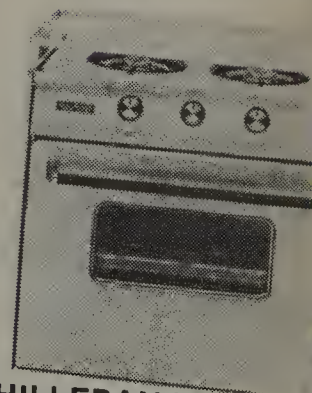


HOT WATER HEATERS
Missing Boxes — Insulation Got Wet
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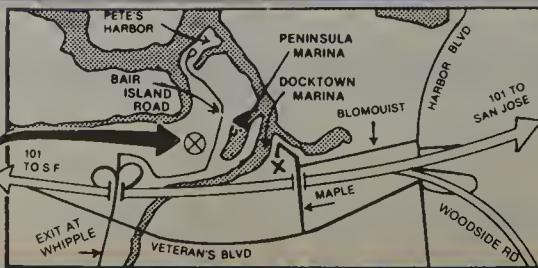
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Passport 42



The PASSPORT 42 has proven her abilities as a fast bluewater cruiser with her remarkable passages to the south seas and Northern shores. Her rugged and purposeful interior belie the elegance awaiting below decks. Her modern underbody assures maneuverability and swift passagemaking, while her cutter rig assures ease of handling by a couple or the lone adventurer.

We offer 5 different interior layouts and customizing per your request.

Professionally maintained demonstrator model available for immediate delivery to make room for the new PASSPORT 51. She is being offered at a price below replacement.

L.O.A. 41'9" Draft 6'4" Working S.A. 736 □'
L.W.L. 34'10" Displacement ... 25,500 lbs Fuel 120
Beam 12'100 Ballast 9,500 lbs Water 150

Passport 40



The PASSPORT 40 — Definitely not just another performance cruiser. Her modern underbody delivers fast sailing, excellent tracking ability, maneuverability and kindly sea motion. Her well-planned deck layout allows for easy handling by a couple or the singlehanded sailor.

Below decks you enter a world of comfort and warmth. Richly textured solid wood is used throughout, enhancing the meticulously crafted furnishings. You may choose between three interior arrangements, or combine interior features and create a yacht that truly satisfies your needs and desires. Most custom changes are easily accomodated. We don't believe in compromises.



ARRIVING IN APRIL

Hot off the Drafting Table of Robert Perry

The New PASSPORT 46

For those of you who love our PASSPORT 40 but need more room, stop in and look through the plan. Center or Aft Cockpit Model Available for Full Delivery

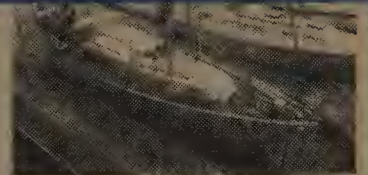


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HAWKFARM 28, 1978. EXC. COND. LOTS OF GEAR. \$28,000.

BROKERAGE SAIL							
25'	CAL	'65	9,500	40'	CAL	'63	63,000
25'	CATALINA	'77	14,00	40'	HINKLEY BERMUDA Ywl	'63	95,000
26'	RANGER	'74	14,500	40'	COLUMBIA	'64	54,500
27'	ALBIN VEGA	'76	22,500	40'	SWIFT, S&S		116,000
27'	CATALINA	'76	22,300	41'	FORMOSA 36	'80	62,000
27'	TARTAN		21,000	41'	GULFSTAR, ctr ckpt	'74	89,750
28'	ISLANDER	(2 from)	34,000	41'	CT kitch	'70	65,000
28'	SAMAUAI	'59	25,500	44'	KETTENBERG	'67	48,500
29'	SOVEREL	'64	16,500		PETERSON	'75	117,500
30'	BABA 30	'78	66,900	25'	WOOD		
30'	PEARSON	'79	31,900	25'	ANGLEMAN GAFF slp	'62	35,000
30'	WINDWARD BUCCANEER	'67	22,500	28'	FRISCO FLYER MKI	'57	13,900
30'	ISLANDER MKII	'75	33,000	30'	LESTER STONE slp	'60	16,500
30'	SANTANA	'76	35,000	30'	KNARR (long cabin)	'59	14,000
32'	MARINER kitch	'72	44,500	30'	H-28 kitch (mod.)	'65	28,500
32'	ARIES	'77	47,500	30'	TAHITI kitch	'61	30,000
32'	WESTSAIL	'74	59,500	30'	SPITSGATTER	'48	39,500
33'	RANGER		32,000	34'	DBL-ENDER ctr	'34	14,000
33'	TARTAN 10	'79	36,000	35'	MAGELLAN	'65	49,500
34'	COLUMBIA	'71	30,000	38'	FARALLON CLIPPER	'60	46,000
34'	TARTAN	'74	41,000	46'	S&S LOKI Ywl	'53	120,000
34'	VAN DE STADT	'67	59,500	51'	JOHN ALDEN ctr	'35	58,500
34'	MARINER	'66	45,000		CROCKER kitch, CSTM	'64	89,000
35'	FANTASIA	(2 from)	68,000	32'	POWER		
36'	HUNTER	'80	65,000		CHRIS CRAFT	'66	15,000
37'	RAFIKI ctr	reduced	79,700		CORINTHIAN		
38'	INGRID Kitch	'77	92,000	36'	CBN CRUISER	'25	15,000
39'	CAL	'80	97,500	37'	SEA STR LITTON Trawl	'79	80,000
					VOYAGER TRAWLER	'79	59,000



VAN DE STAT 34, '67. BEAUT. HOLLAND-BLT STL. CTTR. FULL KEEL W/CUTAWAY FOREFT., INCL. VHF, RDF, D.S. LOG, STEREO, REFRIG., AIRES, VANE, AVON, LRG SAIL INVENT., PERKINS DSL., NEW RIG & ENG. REBLT. IN '81. EXC. COND. PRICED WAY BELOW REPLACE. \$59,500



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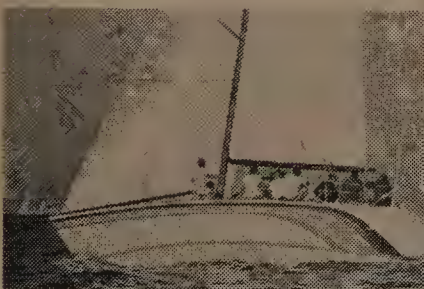
We are proud to announce our association with **KIWI RACING**. Now in addition to our full brokerage we are able to offer a wide range of services including the following:

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- Deliveries.
- Racing charters.
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We currently have several excellent yachts available for charter in the Transpac. Call for complete information on any of our new services.

SELECTED BROKERAGE

22' FALMOUTH CUTTER†	\$43,900
24' FARR†	\$16,950
24' SERAFFYN OF VICTORIA†	OFFERS
26' PEARSON†	\$17,500
27' NOR'SEA†	\$39,900
28' HERRESHOFF 2-from	\$29,000
28' BRISTOL CHANNEL CTR 3-from	\$50,000
30' FISHER†	\$64,000
30' SPIDSGATTER†	\$39,500
32' WESTSAIL† 3-from	\$56,000
33' CUSTOM PETERSON	\$54,900
35' MARINER	\$45,000
35' FANTASIA CUTTER† 2-from	\$69,000
36' FORMOSA KETCH†	\$62,000
36' FARR 1-Ton, <i>Carrie Ann IV</i>	\$69,000
37' FISHER MKII	\$125,000
38' FARR	\$85,000
38' DAVIDSON, <i>SOUTHERN RAIDER</i>	\$110,000
38' ORCA, <i>TETHYS</i>	\$155,000
40' SWIFT	\$118,500
41' MORGAN 2-from	\$89,900
41' ANTARES	\$155,000
41' SWAN	\$167,000
43' COLUMBIA†	\$89,900
43' WESTSAIL	\$165,000
43' FRERS	\$250,000
45' MULL† 2-from	\$175,000
48' CUSTOM KETCH†	\$159,900
50' DAVIDSON, <i>JUMPIN J FLASH†</i>	OFFERS
52' S&S YAWL	\$147,000
53' SPENCER†	\$195,000
54' CUSTOM, <i>RAGE</i>	\$175,000
55' S&S ALUMINUM	OFFERS
58' SPAULDING†	OFFERS
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64' S&S	\$295,000
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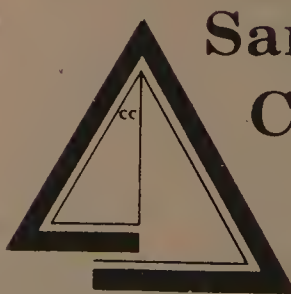
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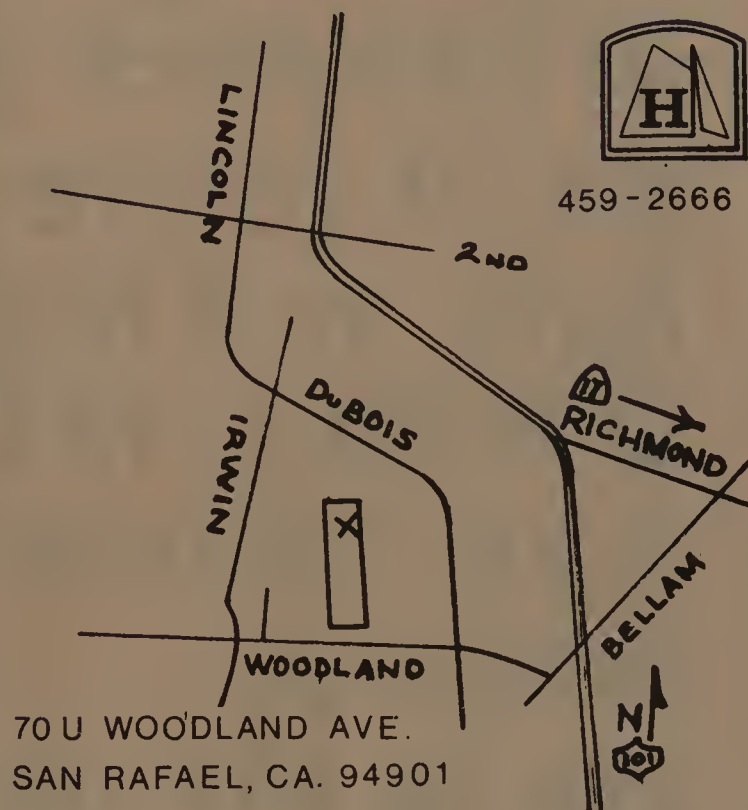
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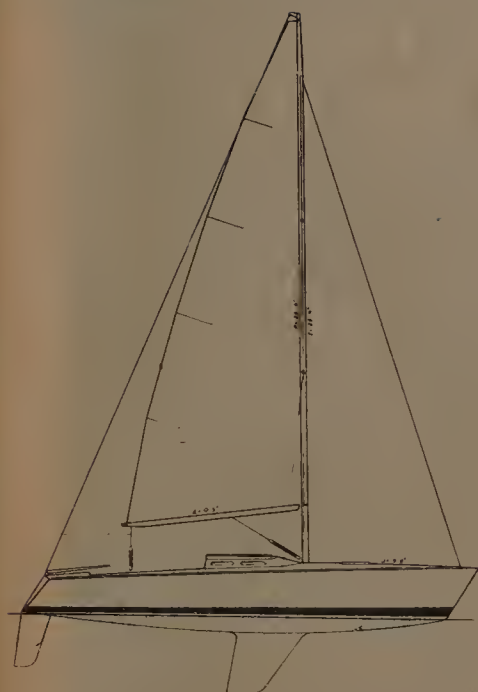
WE REPAIR THEM, TOO

U.L.D.B.'s were born in Santa Cruz. O'NEILL YACHTS has been in the thick of things from the beginning. It all happened in our back yard.

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We're the dealer for Moore 24, Express 27, and Olson 30. We handle Boston Whaler, Cal-boats, O'Day, Hobie-Cat and now the Hobie 33.

Express 27



Hobie 33



Olson 40



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Santana 20, 1979, \$8,000
 Wilderness 21, 1979, loaded, \$12,000
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 Moore 24, 1980, Race-equipped, \$18,500
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 Cal 25, 1979, Diesel, \$24,950
 Folkboat 25, 1962, \$7,500
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 Cal 27, 1971, \$16,500
 Santa Cruz 27, 1977, \$21,950
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Express 27, Prototype, cold molded, trir, lots of equipment, \$25,000 Firm
 Cal 2-27, 1976, Diesel, \$26,500
 Trintella 29, 1969, Bristol, \$33,500
 "Skidoo" Burns 30 Custom as featured In Aug. Bay & Delta \$42,000
 Olson 30, 4 from \$29,000
 Custom 30, ULDB, \$22,500
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 Rawson 30, 1964, loaded, \$33,000
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Sale Ends March 1

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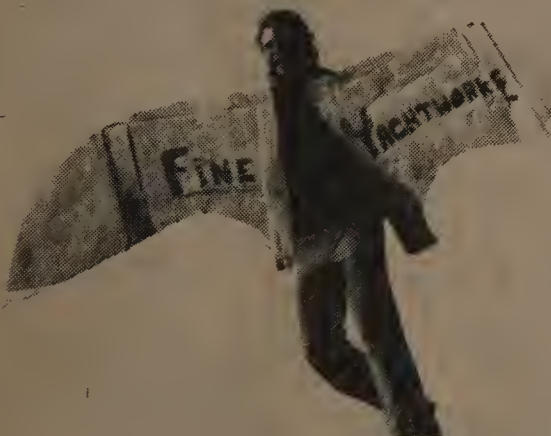
O'Neill Yacht Center, 2222 E. Cliff Dr., at the Santa Cruz Yacht Harbor, 476-5200.



LETTERS

□ FINE, FLYING, THEY BOTH START WITH AN F

On page 87 of Volume 68 you referred to our establishment as "Flying Yachtworks". Being open-minded type individuals we decided at least to attempt "flying" yachtsmanship. However finding the



Fine attempt at Flying Fails.

"flying" is best left to birds or an occasional finger, we decided to remain *Fine Yachtworks* — a shop producing quality, interior and exterior custom yacht joinery. But you know that from our months of advertising in your journal.

The Crew at Fine Yachtworks
Alameda

The Crew — Think nothing of it. Would an excuse based on Gary Baker's faulty tonsils play with you?

□ FOREIGN SUBSTANCE

I've had the good fortune to receive copies of the November and December issues of your magazine.

I was somewhat dismayed to find out you do not accept foreign subscriptions — or does Canada qualify as foreign?

Is there anyway I could become a subscriber? Please advise.

Marlie Oden
Vancouver, B.C.

Marlie — Our regrets, but Canada is indeed foreign. The problem is that for each copy we mail foreign one of our people has to go down to the postal and fill out eight million forms, go through three strip searches, and take seven loyalty oaths. Since we'd prefer to remain a sailing magazine rather than an adjunct of the Post Office, you're out of luck. Unless you have a friend in the U.S. who subscribes and will forward the copies.

□ NO MORE LOW BLOWS, PLEASE

I am writing as a member of the Coast Guard Auxiliary, and a Jew, to protest the recent letter by Robert M. Peterson, inferring that the Auxiliary, and by further inference, the U.S. Coast Guard has been dealing in anti-Semitism in the review of some complaints against an Auxiliarist named Dennis Greenberg.

I do not know Mr. Peterson or Mr. Greenberg.

I do know that I have been a member of the Auxiliary for eight years, have been an elected flotilla commander, patrol vessel commander, operational auxiliary pilot, twice named a district staff officer, have received numerous awards and commendations, and have been urged to seek higher Auxiliary office. Does that sound like



PHOTO: MYLES RINGLE

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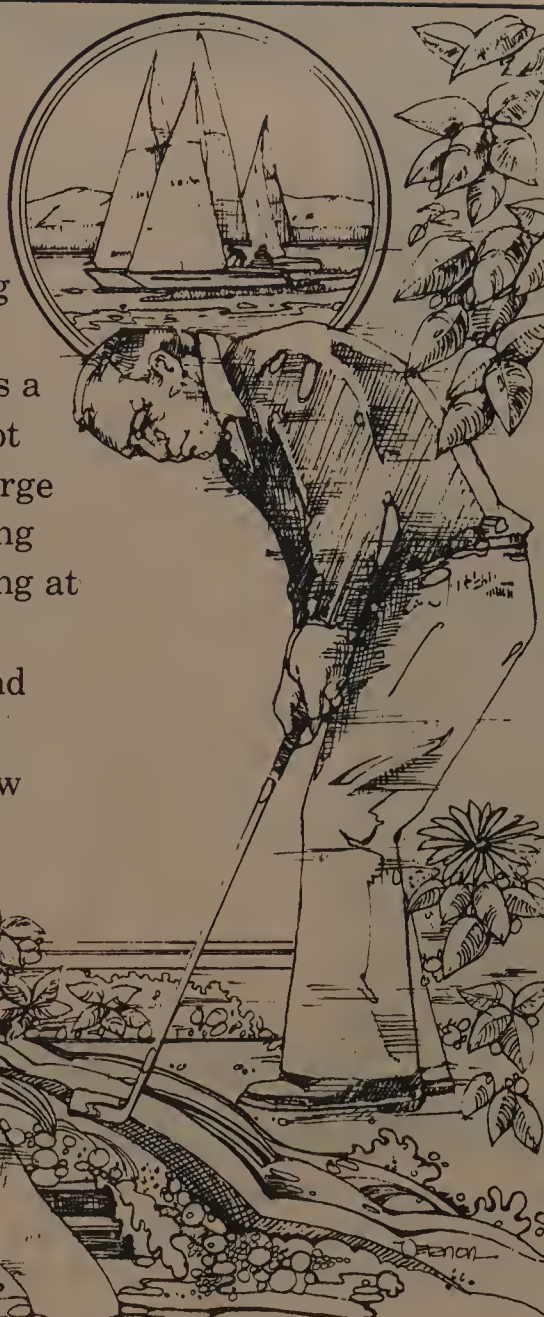
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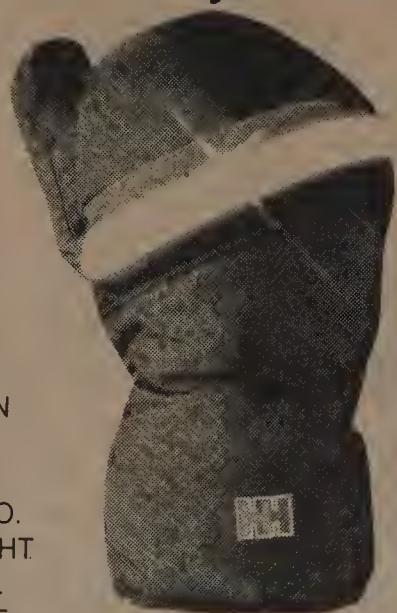
* The **Magneuto** correction system is also available to qualified people who would like to start their own business. Ask for details.

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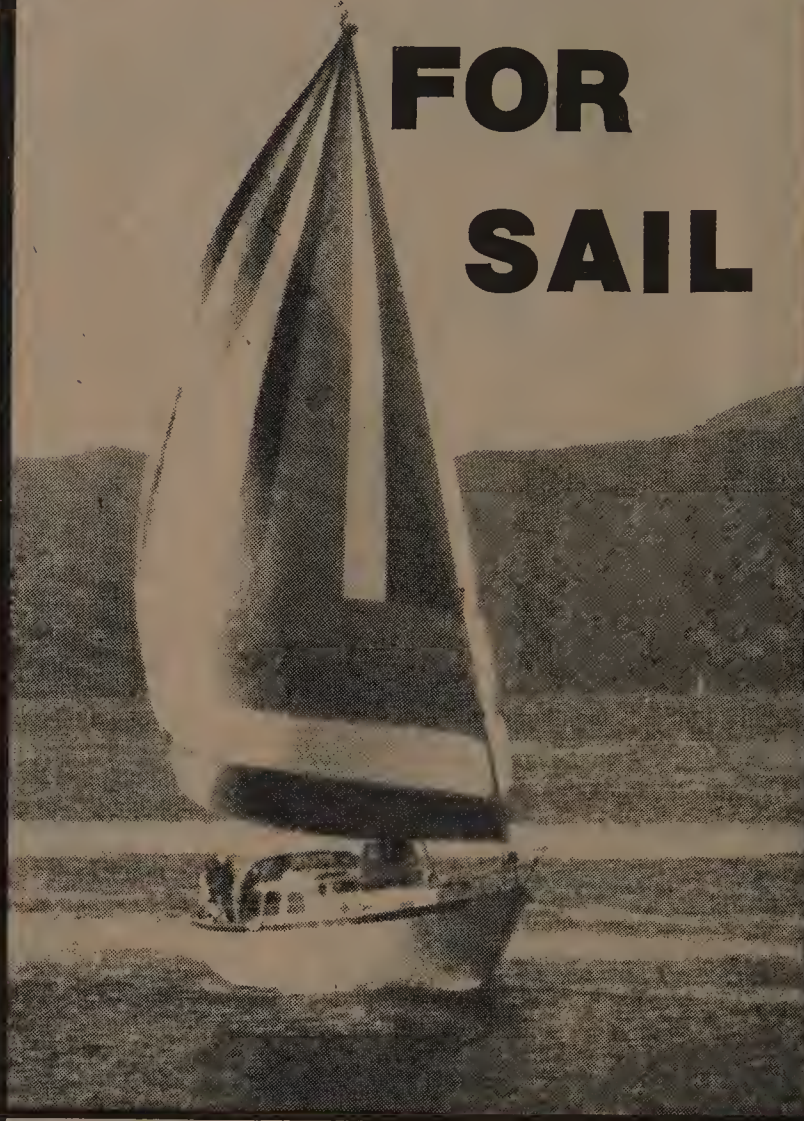
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LETTERS

anti-Semitism?

I took the trouble to check this accusation out with the Coast Guard (which is more than Mr. Peterson bothered to do). The issue was raised, was carefully examined by the appropriate parties and rejected as untrue.

Inferences, innuendos, false accusations, are low blows Mr. Peterson. There is enough hostility in the world without you contributing to it.

Leonard B. Gross
Kentfield

□ YEAH, NO MORE

Regarding the letter in your last copy relative to the "Greenberg" affair.

A first reading of the letter would cause one to get a violin and scrape sad tunes as the tears flow.

The writer Peterson should have a wonderful career in Hollywood as a writer of fiction. The tale has plenty of pathos. The only trouble is that the facts are found to be different as can be seen by going over the records in the District. After all, if a member finally tips the scales against himself, who is to blame?

A word, however, about Peterson's adding racial bias to his sad tale. This is utterly false. I am the senior member of the Auxiliary hereabouts and can attest that in 39 years the only criterion is a desire to be a better boatman, and race, color, creed or religion has made no difference. It is evident that Peterson needs no shovel.

Ed Sunter
Mill Valley

□ DESPERADO

I have looked all over for the following items with no luck. Maybe one of your readers can help.

The first is a masthead sending unit for a windspeed instrument; the dial on the instrument panel reads; Schiltknecht, Inc., Switzerland.

The second is a sending unit for a 'Dawn' log line knotmeter. I'm desperate!!

Dennis Newstead
270 Sears Pt. Rd.
Petaluma 94952

Dennis — Maybe one of our readers can help, but we suspect you're going to remain desperate.

□ FOUR NEW MEMBERS

Thanks for the great coverage of the Islander Bahama fleet rebirth. Your rag has been responsible for four new members and several requests for boats for sale. Thanks lots.

By the way, I am looking for crew, not a crew position. May I still come to the upcoming Crew Parties?

John H. Super
San Francisco

John — Of course boatowners looking for crew are welcome to the Crew List Parties. The only thing you have to do is make sure you send in your application, because your name on the list is your ticket at the door. As a boatowner, you pay nothing to get on the list or into the party.

□ GENEROUS SELECTION

Enclosed is our request for crew to cruise with us next fall. We do hope to do the Delta during the summer, and then meander down the coast to San Diego. After that we're pretty open as far as destination, but do want to do the Sea of Cortez and then on to the Marquesas. We arrived in Sausalito at the end of September — home port Vashon Island (near Seattle), and are gathering cruising funds



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LETTERS

before continuing.

We're really looking forward to the coming Crew Party and hope to find two compatible people to cruise with us. Great service to all, I'm sure.

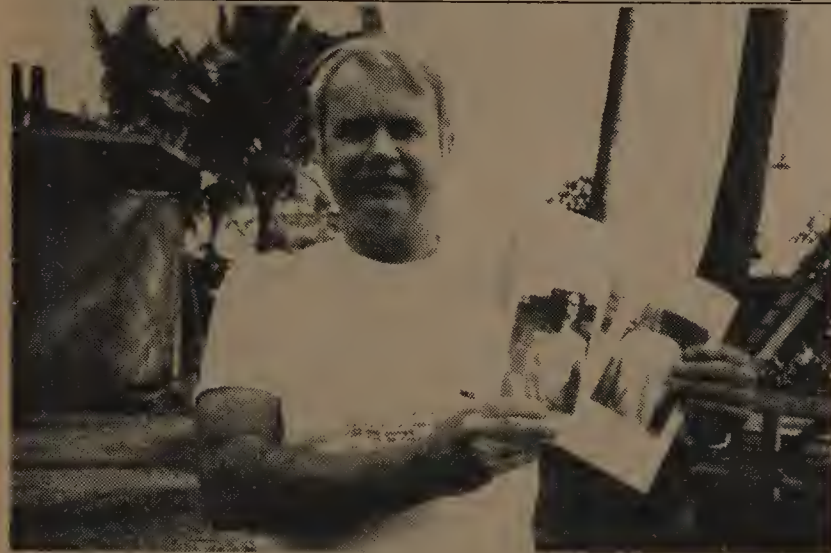
Doni Hager
Sarabande

Doni — You're going to have a lot of people to choose from.

□ THE SHIRT STORY

I have just been handed a copy of the January *Latitude 38*, open to the article on the "Molokai Demolition" tee shirt. My copy disappeared right after I opened the box of complimentary copies, so I had not seen the article previously.

I am most happy to report to you that the "demolition" shirt was



Bill Amberg.

designed by Hawaii Yacht Club member and at that time our Port Captain, Bill Amberg of BAP productions. It was screened by Russair of Honolulu and delivered to us almost before the last boat had finished the race. Needless to say, our shirt shop did a landslide business before the shirts were delivered. We had only a sample to show, but the sailors were paying for them and getting delivery later . . . it turned out to be delivery only an hour later . . . super service by Russair!

We are very proud of your recognition as having been the first "tee shirt of the year", but think the credit should go to Bill for the idea. We will strive to do it again in the future.

Thank you for a whale of a magazine . . . keep 'em coming! Aloha and fair winds.

Elaine Lynn
Office Manager
(tee shirt buyer and sometimes designer)
Hawaii Yacht Club
Honolulu

Elaine — Congratulations to Bill — and all you gracious folks at one of the world's friendliest yacht clubs.

□ SOME WORDS FOR REECE CAVE

Augh! Of course *Latitude 38* is far better than any slick, so why mention it? I read your letter with much dismay [Volume 68, page 55] and felt I should be the one to tell you that it's time to quit cruising in your rosy red chair and take a cruise through Sacramento. Sir, you deserved not getting kissed!

You should be getting *Latitude 38* at your favorite chandlery. But what really sinks my slip is how you've blatantly failed to mention all the great chandleries in the Sacramento area. To complete the list

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LETTERS

let's mention Tradewinds on Folsom Blvd. and the best one of the all, C&T Sailboats on Coloma Rd. (east of Sunrise).

One more thing, Reece, I'll bet you a one year's subscription to *Latitude 38* that you've never picked up a copy at the Folsom Lake Yacht Club. P.S. Hi Tommy, Mikey, Craigy, Nicky and the rest of the S-20 fleet.

Tim Whalen
Alameda

□ THE HIGH LIFE

Your rag is great and so is Crew List. I don't mind the \$5, in fact I'll throw in a \$1.50 tip . . . so take the staff out for a Miller and six straws.

Ken Moore
San Mateo

□ FOR SURE, FOR SURE

Anchored not far enough off the beach here at Cabo, I really enjoyed your Cruising Maxims [*Latitude 38*, Volume 67]. I would like to point out that my dad, a very smart hombre, taught me maxims 6-7-15-22 and 23 when I was just a kid in Detroit. Since my dad has never been cruising — and never will — that reinforces my belief that cruising is just life afloat.

Also, maxim #11 is jive!! My wife is very close to perfect and wearing make up is not one of her nasty habits.

P.S. Down here folks row Avons a mile for a 38! That is high praise.

Larry Blank
Yacht Pilot
Cabo San Lucas

Larry — When the maxims started flying hot and heavy, we quickly lost track of who they came from. We do know many of them came from your father and Detroit.

□ THE COMMODORE SPEAKS

I was astonished and insulted by a recent letter sent you by Robert M. Peterson concerning the Coast Guard Auxiliary and Dennis Greenberg. Mr. Peterson's language indicated he was neither objective nor factual.

He used deliberately inflammatory terms such as ". . . the most recent acts of persecution" . . . "trumped up charges of misconduct" . . . "improperly convened board of inquire" . . . "sour grape character assassinations" . . . "kangaroo court" . . . "witch hunt". And he added to these wild claims the inference of anti-Semitism.

It should be obvious to anyone who knows the history and reputation of the Coast Guard Auxiliary and the United States Coast Guard, that these appalling and intemperate accusations are completely without merit.

The fact of the matter is that complaints were filed against Mr. Greenberg by private citizens outside of the Auxiliary, as well as Auxiliary members. The complaints were investigated in the normal manner with due regard for the civil rights of all concerned. Mr. Greenberg is still a member of the Auxiliary. These complaints, an internal Auxiliary matter, have nothing to do with the fact that Mr. Greenberg did, indeed, perform a distinguished act of heroism in the San Francisco Bay rescue of Margaret Evans.

I feel it is appropriate to point out, however, that Mr. Greenberg is only one of 2600 volunteer members of the Auxiliary who spend their time serving the boating public with search and rescue missions, free safe boating classes, and free vessel safety examinations. Within the Twelfth District, 25 percent of all search and rescue missions are performed by Auxiliarists, a record of which we are proud, despite Mr. Peterson's innuendos.

Unfortunately, Mr. Peterson, either unwittingly or intentionally is dealing in half-truths. The very basis of his letter I found rather ironic. While fulminating about the imagined misdeeds of the immediate



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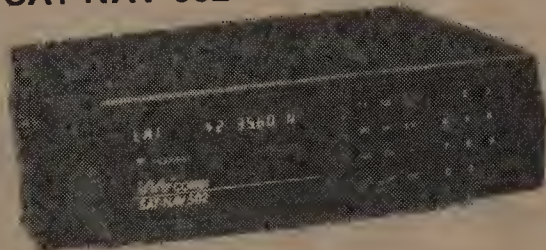
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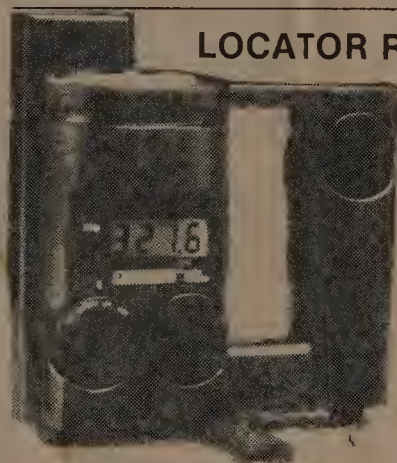
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LETTERS

past Auxiliary District Commodore, he made the point that Mr. Greenberg should be nominated for a life saving medal.

It may come as a surprise to Mr. Peterson, who is a member of the same Flotilla as Mr. Greenberg, that the immediate past Auxiliary District Commodore made that very suggestion to an Auxiliary awards committee shortly after the Greenberg rescue, and the matter is currently under review by the U.S. Coast Guard.

I find it hard to understand how Mr. Peterson, as a member of the Auxiliary, could deliberately set out to damage his own organization, no matter how strongly he felt about the matter of his personal friend, Dennis Greenberg.

In the promotion of boating safety, I am

Jack C. Bullock
District Commodore

□ WANT TO BE SENSITIVE? TRY A DINGHY.

I just read a letter [Volume 68, page 41], from a "Gollywobbler" who seems serious in his insistence that it's perfectly all right to learn the basics in a 30-footer. Who let this guy off his leash? Everyone knows that to be sensitive to trim adjustment one needs mucho dinghy experience, where you are helmsman, trimmer, navigator, guesstimator, cook (beer can tops need pulling), mechanic, BMW (BN), coach, and general decision maker. Why did the St. Francis choose John Bertrand, sailor of a mere 14-foot dinghy, as their 6 Metre skipper? Potential sailors who are tentative will get the real thing if they forget 30 footers with ice boxes, beer holders, fashion poses, TV's, microwaves, etc. and get out in a Laser or El Toro with some decent instruction. Cut away the illusion and show the stuff sailing is.

Another letter [Volume 68, page 51] asked about collision etiquette — what to do after some heavy damage? Last summer I crewed for a couple of Aussies in an Etchells pre-Worlds tune-up race, on the Berkeley Circle. We had the weather pin at the start, going great guns, when we were suddenly reamed by another boat attempting a port approach. The Etchell's bow proved to be quite a knife, holing us under our port chainplates and completely destroying the accompanying bulkhead. You know, the T-bone effect. Anyway, the gents on the other boat were true sports and escorted us to Richmond YC, oblivious to the rest of the racing. They even helped get the boat back to the SFYC and repaired at Anderson's the next day. Needless to say, Ben Altman and Russ Silvestri got second in the Worlds (not too shabby for a port approach like that). So the only way to act is like a gentleman, and take your losses. Knock knock.

Andrew T. Vare
Shadow 18787

Andrew — An old fellow reading over our shoulder claims that being sensitive to trim adjustments on a dinghy is like being able to detect the rhythm in a Rolling Stones song — even those with lobotomies are pretty good at it. Sailing a big boat well requires a greater sensitivity, he believes, and is akin to warming a 'cool' woman. The touch required is so much more subtle, and the satisfaction so much greater.

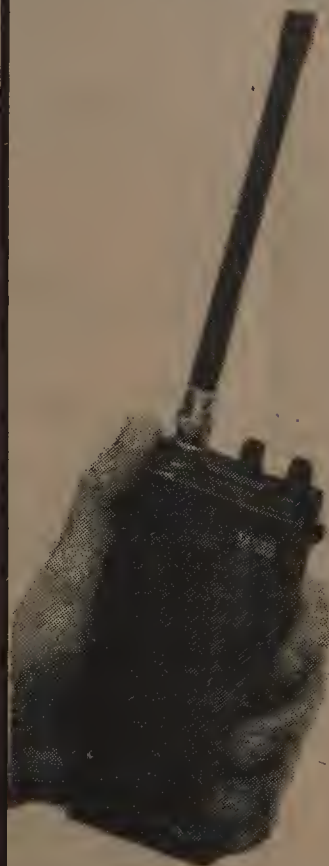
Does that make sense?

□ ON THE WINGS OF A DUCK

This is not a rebuttal to Craig Junger's article on marine electronics, but is intended to provide further information on navigation calculators. Junger's article was one of the best I've read and he too could have developed what I did, if he had the time and wished to spend the money.

The Hewlett-Packard 41c with the 'NavPac' module is quite an expenditure of funds, for an instrument that will not provide a fix. We're talking between \$250 to close to \$300, including the module. However the Tamaya NC-77, at between \$248 and \$260 provides a

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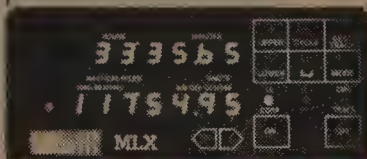
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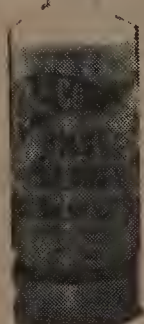


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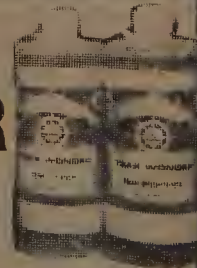
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LETTERS

fix. The difference is that the HP-41c's NavPac module includes stars, while the almanac in the Tamaya is for the sun. For other bodies the Tamaya requires a book nautical almanac. If you're happy with only the sun and don't want to do manual plotting, then the Tamaya would appear to have the edge of the HP-41. However, for the intercept and Zn, the HP-41c does it easier, although plotting is necessary.

Using the steps printed in the May 1982 issue of *Cruising World*, I find that a \$15 Casio FX-81 or the \$29 solar powered Casio FX-900 will reduce a sight and produce an intercept and Zn in about 60 seconds, without any 229 or 249 tables. However, plotting and a nautical almanac are necessary. The HP-41 with NavPac module is better, but not \$200 better.

But this is what my letter is all about. I bought the 41cv with the NavPac module and found their implication that you could get a fix with a DR course was so much (insert your choice word here!!), even combined with their sight reduction and intercept and Zn. So, I bought the magnetic card reader that attaches to the HP-41cv and then I bought, at \$4 each, several programs designed by experienced people who do not work for HP. These programs interface with the NavPac's (module) built-in almanac.

The best is program 00982C by Mr. Valier at Honolulu. You feed-in his five magnetic cards in two seconds. Then press a button and the 41 asks for the date; the DR position; HE; sextant altitude; GMT, and name of any body . . . and the HP will then give you a (MPP) "most probably position" from that one sight. Do it a second time and you'll get another rough MPP. Then press the fix button and in ten seconds the fix results will be perfect — better than any person can plot. This HP program combination doesn't seem to care how far off the DR is, the results are the same.

Then take magnetic card program 0357OD. No DR whatsoever is required and a precise — and I mean precise — fix or running fix can be obtained.

But that's not all. There's a program that permits a sight reduction without identifying the star. Just shoot, feed-in the GMT and date, and the program will tell you which star it was, and then reduce the sight. There is a simple program to determine true sun azimuth from the shadow-pin of your compass or from a peloris; there is a program with 12 magnetic cards that will beat you at 'Dungeons & Dragons' and makes an audible beep as it chomps you up. The problem with all this, is that you must have the \$179 card reader to fully use the HP-41cv for navigation.

Several other points: For the \$4 a person could hand program the HP-41c or 41cv, just from the steps provided. But this is a lot of work and if you take out the batteries all memory is lost and you have to do it again. A bad point: HP does not make a charger to use the 41c from a 12v DC source. Without a card reader, this is no problem, but the card reader will eat up batteries. For my use, I built my own charger, to charge 'N' size NiCad batteries, which slip into the 41's battery pack. I then also built a voltage regulator that feeds the 41cv with an exact 5.99v DC, without any batteries. I also bought a \$35 NiCad battery pack that had a 115v converter inside; I cut it apart, took out the guts, and built another NiCad battery charger that is a part of the feedline from the 12v DC ship's current and this feeds the NiCad's at 5.58v DC and provides 8 to 12 hours (only) of 41cv use. Regular replaceable batteries could be used. (I wonder whether a 12v DC — 120v AC inverter could be used to power the AC battery charger?).

One last point: I did try the Texas Instruments TI-58 with their NavPac module and it's a bummer. The HP actually asks questions, waits for your answer, tells you when you made an error, and then a "duck flaps its wings" across a little screen to show you it's working on your problem.

I have not seen this information printed elsewhere and as a result I wasted a lot of money finding out everything for myself.

John D. Stevenson

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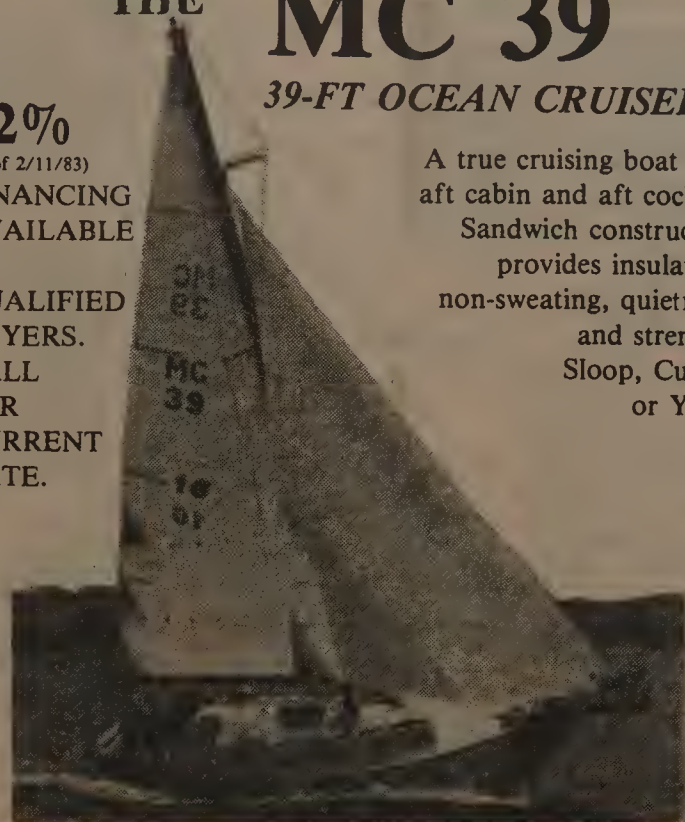
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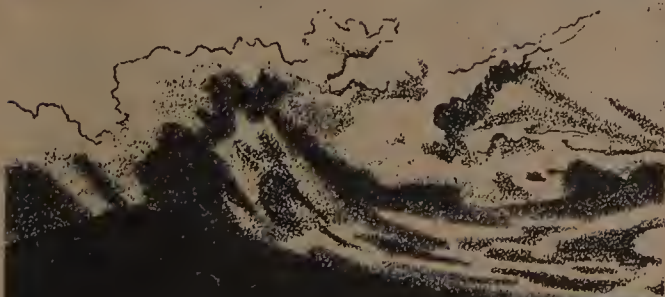
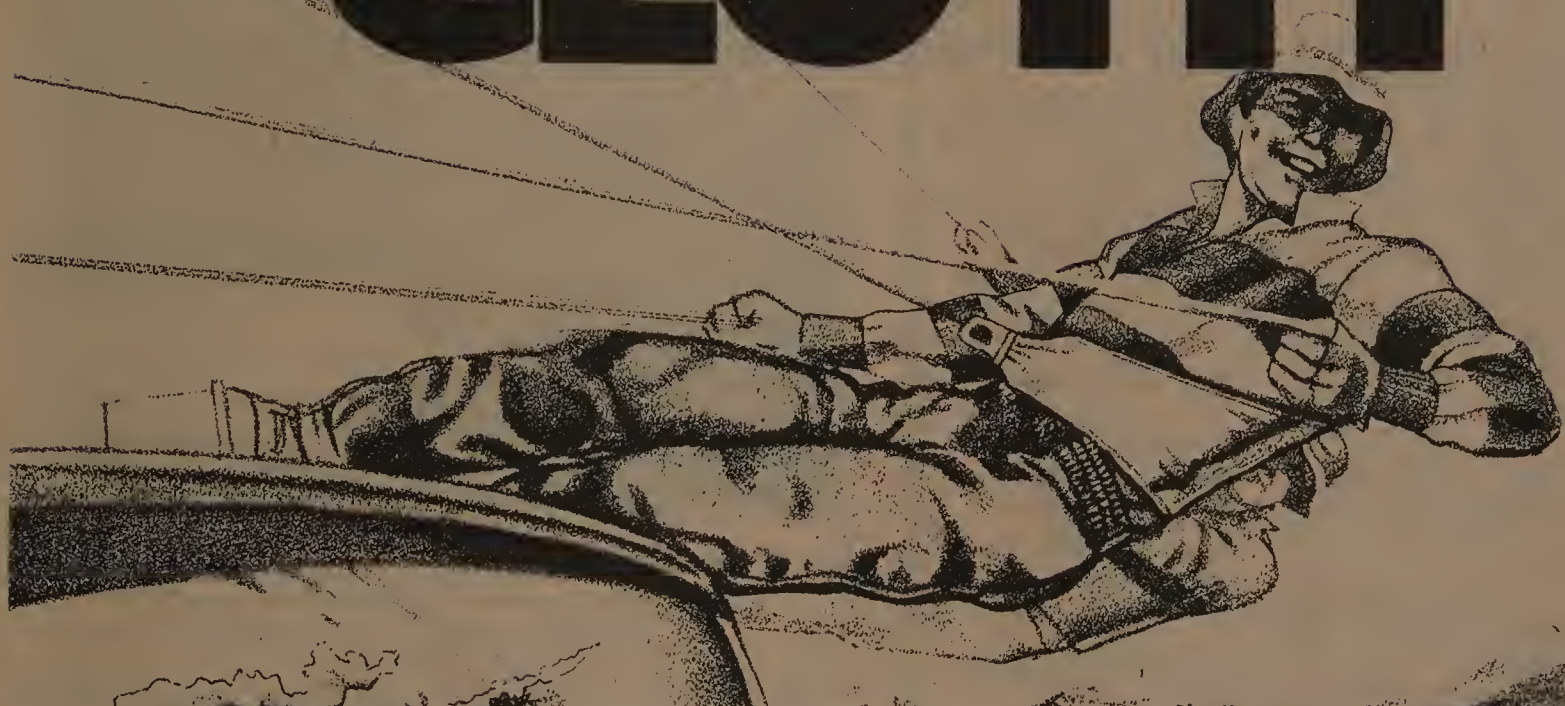
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□ OXNARD, GATEWAY TO THE CHANNEL ISLANDS

I'm sitting here today in Topeka, Kansas, with 10 inches of snow on the ground, a 3-foot drift in my driveway, and a dead battery. I can handle that, but when I slog out to the mailbox and find this little blue card that says my subscription to *Latitude 38* has run out — my God, that really hurts!

Please, please accept my check for \$15 to renew my subscription, otherwise I'll probably go out and do something insane — like move to Oxnard where they get free copies!

P.S. I have nothing against Oxnard, in fact I've never been there, but I heard the weather is really bad there!

Bruce Adair
Topeka, Kansas

Bruce — Oxnard's great. Can you guess what it's the gateway to?

□ READER LOYALTY DOWN THE TUBES

We've missed the first two issues of the year and my boyfriend is going crazy.

Last week I flew to Hawaii to visit my brother, who sailed there. I brought all of my old *Latitude 38*'s and traded almost all of them for pupu's.

Denise Maguire
Redding

Denise — Who is your brother? What boat did he sail over on? How much do you weigh now?

□ KNOWS HOW TO BUILD A BIG SENTENCE!

I am confused by Mr. Childress, as his article is [Volume 68, page 92] so diametrically opposed to — for instance — the discussion of the Cree Indians in Manitoba experiencing pterygium as a result of wearing sunglasses on page 64 of N.M. Carlisle's book on where to live for your health, and to the experience and opinion of many outdoor people.

Al Troelstrup
Oakland

Al — We don't know what to tell you except perhaps pterygium is the result of some imbalance in the eyes caused by either too much or too little sun. (Or maybe cheap sunglasses).

Of course none of this is any more confusing than the fact that many drivers in rural Mexico and some parts of Spain leave their lights off at night because they claim they can see better without them.

□ A DARK ROOM

Congratulations on the January issue [Volume 67]. It was outstanding. The report on the Cabo San Lucas catastrophe was a beam of light in a dark room. My check is enclosed for another year's subscription.

Tom Bowers
Northridge

Tom — Thanks for the good words. It was an extremely difficult

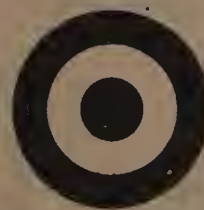
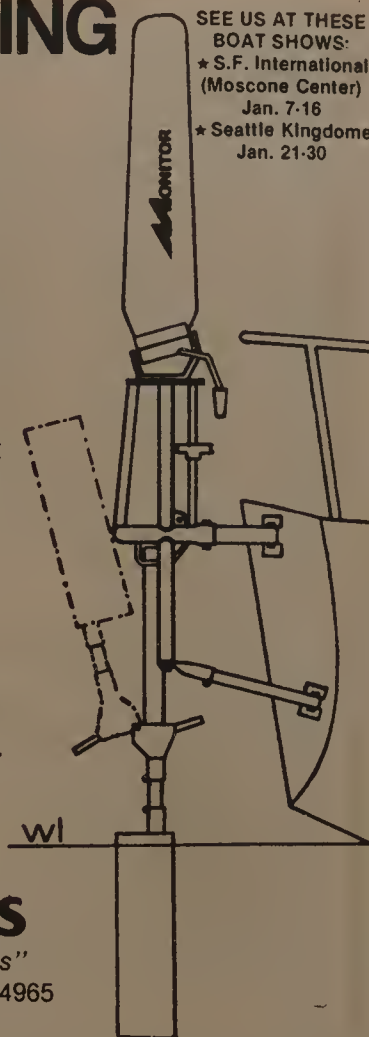
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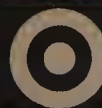


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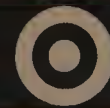
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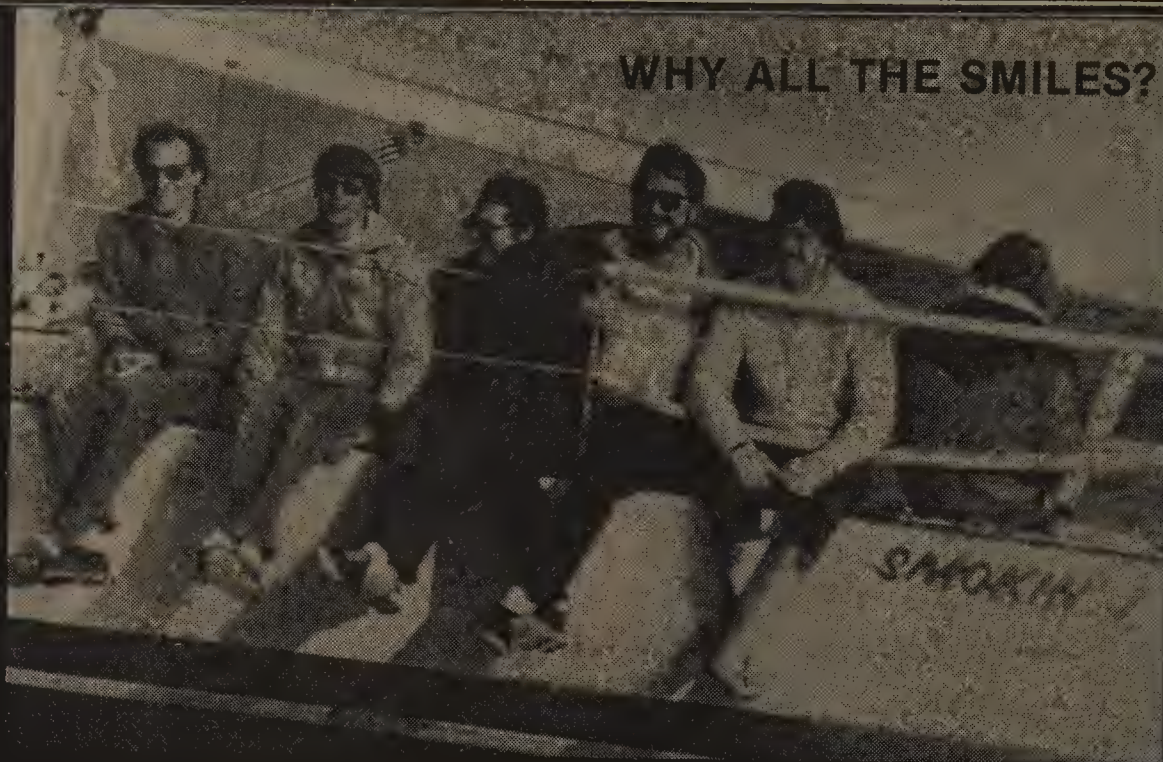
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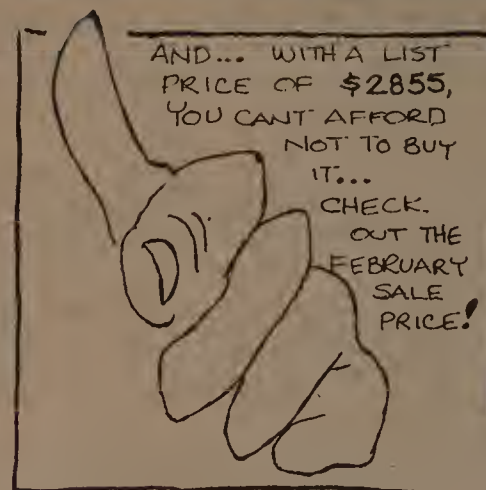
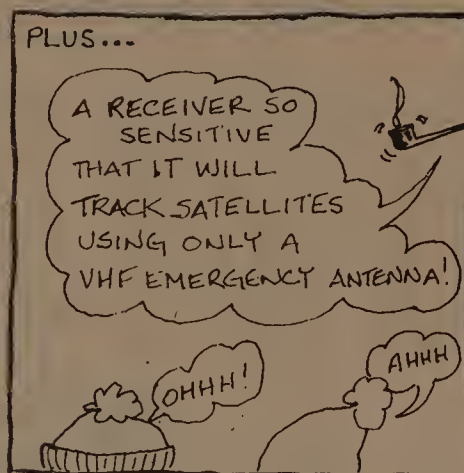
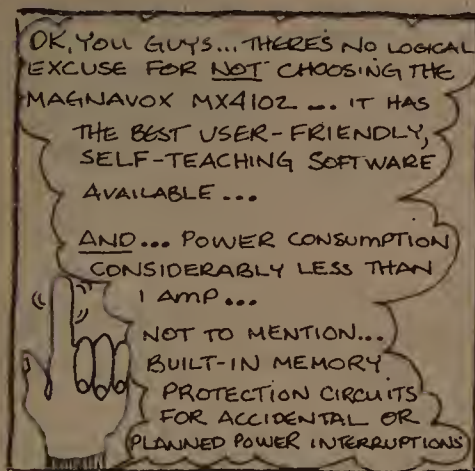
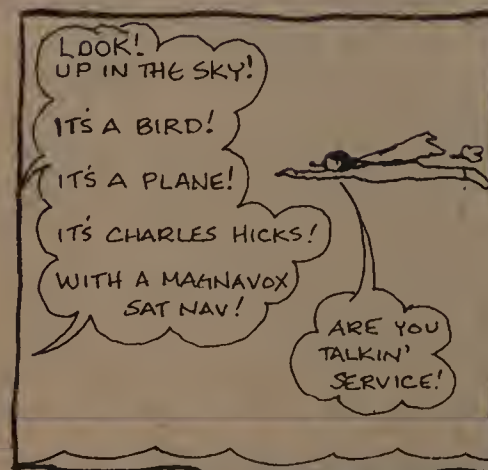
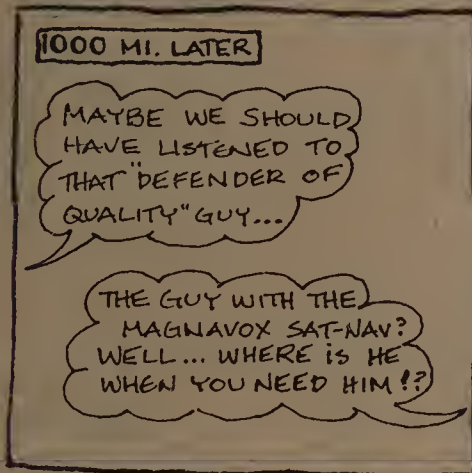
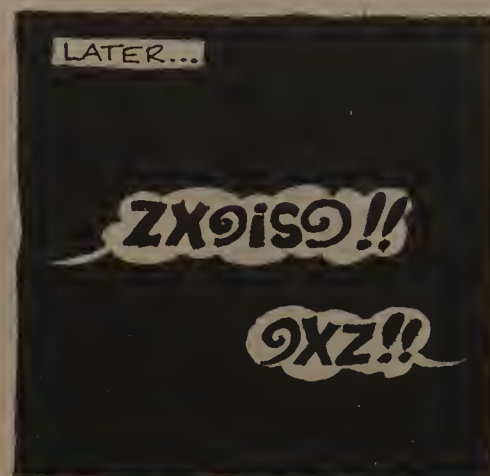
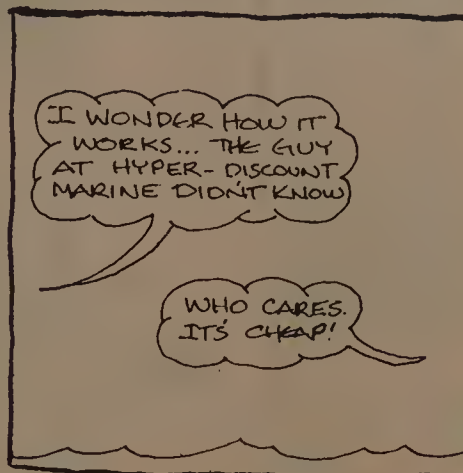
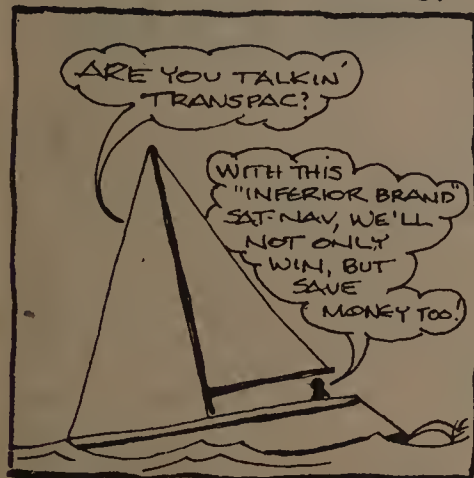
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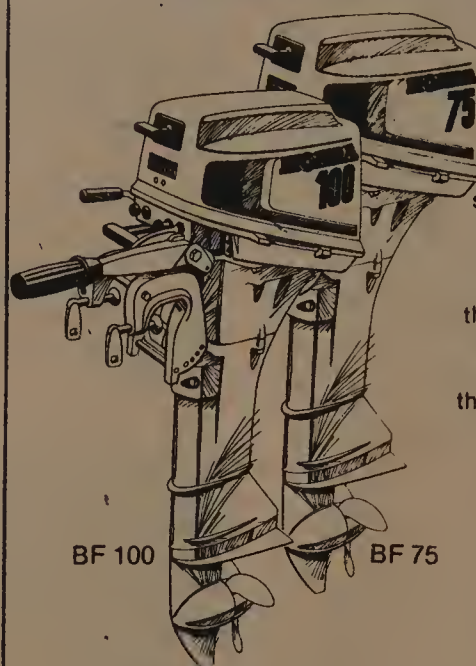
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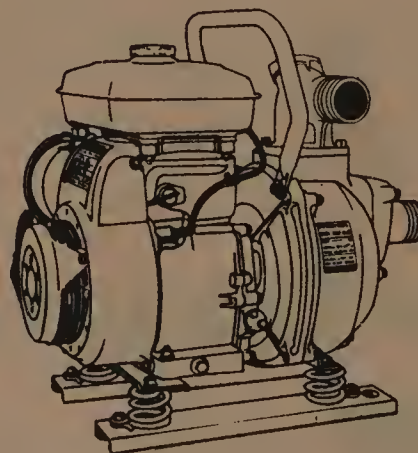


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LETTERS

story to cover because some owners and crew left Mexico immediately, and as is the case with many traffic accidents, witnesses to the same scene remember it in different ways. And while people who went through the storm have pointed out a number of minor errors — the vessel *Grace* is a *Formosa 46* rather than an *Omega 46*, for example — most have told us it was pretty much on target.

One area where we'd like to backtrack is on the short remark on plow and Bruce anchors being superior to Danforths. This was based on the information that one powerboat ripped the shank right off their Danforth-style anchor, and several others pulled their stern anchors (was there adequate scope?) free. There is a letter in this issue from the *Vixen* hailing the holding power of the Danforth, and *Grace's* owners told us they marvel at how a small Danforth secured to a genoa winch held their boat half an hour in constantly breaking seas. So don't give up on Danforth quite yet.

□ THE REWARDS OF COURAGE AND DETERMINATION

After posting my January 12 letter relative to Cabo Catastrophe, I realized that *Latitude 38* had missed one of the truly "miracle" stories of the December 8th Cabo storm — the ordeal of the Hans Christian 38, *Miracle*, owned by Rick and Angie Connel of Seattle. Your article devoted twelve-pages to a 28-boat failure — here's the story of one boat's success.

Miracle was anchored to starboard and astern of our *Dans'l*. At some point during this savage night, *Miracle* prepared to break out to sea. As her bow reared up on a particularly mean wave, we heard the horrendous grinding sound of tortured metal, and fully expected to see all of the boat from the anchor windlass forward fall into the sea. *Miracle* remained virtually intact, but commenced motoring in a seemingly insane pattern in the confined area of the bay to starboard of us. I assumed that she had slipped her chain and was free to go. Twice she charged out of the night to nearly broadside *Dans'l*, and Dick yelled over the howling wind to apologize that he was running at 2500 RPM, and doing the best that he could. Really bizarre! Later, after retiring *Dans'l* on the beach, we continued to watch these seemingly useless maneuvers back and forth, in and out of the surf line, wondering how any boat and crew could survive such punishment. It finally occurred to me that perhaps the earlier large metallic noise had signaled a binding of the anchor chain in the windlass, that *Miracle* was churning madly about a prisoner of her own anchor, and that we were witnessing a courageous effort to survive under impossible conditions.

We subsequently confirmed with Dick that the chain had jammed, that it was not practical for him to leave Angie alone at the wheel long enough for him to hacksaw through the chain in order to release *Miracle*, and that the boat had indeed been a prisoner on a 300-ft leash throughout the storm — and she survived. Courage and determination had their reward, and as the engine finally seized and died after an eight-hour endurance contest, the wind shifted 180 degrees to nudge *Miracle* seaward, away from the wreck-littered shore.

Dick and Angie repaired the storm's ravages, and now have just returned to Cabo after a well-earned cruise up the Sea of Cortez.

Bob Bundy
c/o: Hotel Cabo Baja

□ THE WRONG END OF A KNIFE

Latitude 38 is right on target in it's remarks about Charlotte Amalie. My wife and I were about to take a charter from St. Thomas in 1981 when we were attacked by a 'Rastafarian' wielding a knife.

I was severely beaten and our companion, 70-years-old, suffered knife wounds. Later that same evening the attacker threatened my wife in the hotel we were staying in. She called the police and positively identified the man. When I returned from the hospital we found that the police had released the criminal without even giving me the chance to press charges.

The American justice and welfare systems are, in my opinion,

sally lindsay's

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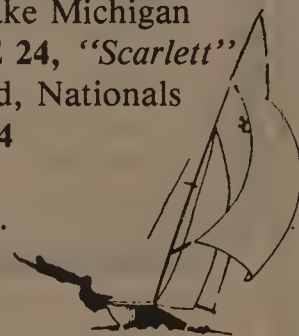
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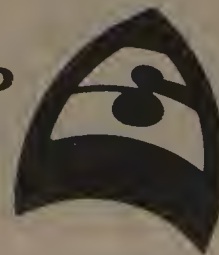


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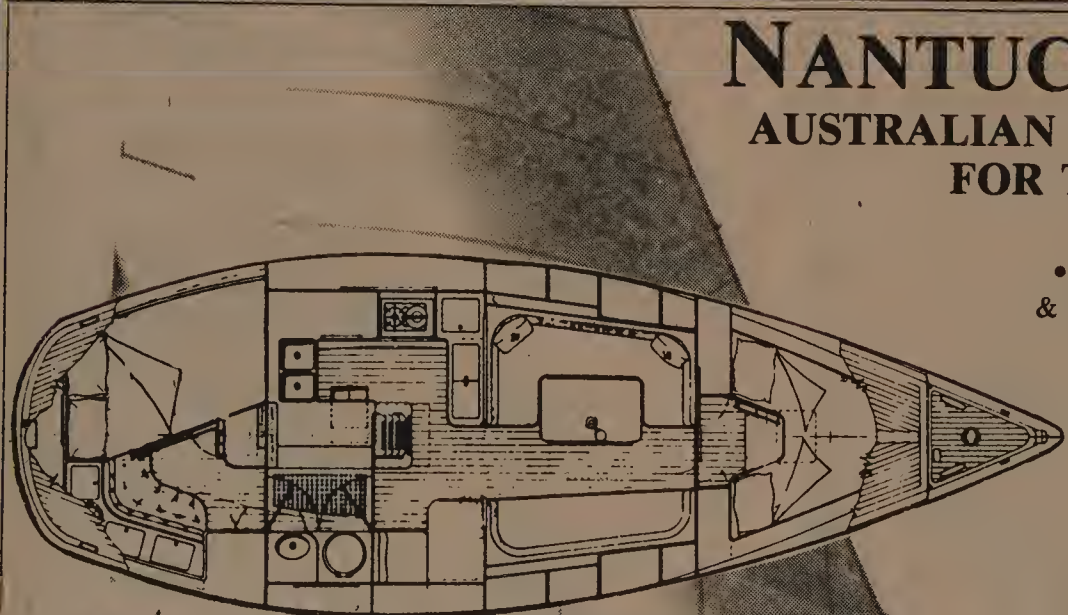
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LETTERS

responsible for the problems in the American Virgins. A subsequent charter out of Tortola was without incident and very enjoyable. However, I met a native of Tortola who had just returned from St. Thomas because, "they don't know how to behave over there". He had been attacked and robbed four times in six months.

I'm sure as long as the cruise ships stop and passengers deposit their money the Commissioner of Commerce will be happy.

Just one more note. The week after we left St. Thomas a bus load of travel writers was attacked by four men with guns at noon in front of the Legislative building. so far I have been able to steer thirty people clear of St. Thomas. I will discourage far more so hopefully they'll do something about the worst city I've visited in a lifetime of traveling in over fifty countries.

Name withheld
Santee

☐ GETTING THE MOST FROM YOUR VHF

After reading "Equatorial Challenger", [Volume 66], I was startled by Andrew's use of channel 13 to call the ship on VHF. I am a 2nd Mate on merchant ships and also do a lot of sailing on my own sailboat. Being exposed to both sides of the situation I realize the problems that can arise when small boats meet large ships.

Channel 13 is mostly used for inland bridge-to-bridge communications. It is seldom monitored by foreign flag vessels and only sometimes by U.S. flag vessels offshore. Channel 13 is also used by San Francisco Traffic, which guides ships around the Bay. When the Bay is fogged in, listening to 13 will keep a boat informed about ship movements in the Bay and Delta.

The best way to get a ship on the radio is to call on channel 16 giving your vessel's name, call letters, location and relative position to the ship. Most of the time the first try will only get the Watch Mate's attention. After about a minute repeat the call again because now the mate will be listening to the radio with both ears. If he speaks English, which most mates do, he'll come back. If after three tries there is no answer, forget it, the ship will probably not answer. Plus you start to become a pain to the other people monitoring the channel. Also, the FCC only allows three tries.

Once you get a ship on the radio, switch to another channel. Now get a pencil and paper ready, because the mate on watch is loaded with a lot of good information, like position, weather and navigational warnings. Some mates will even relay a message on to someone when he gets to the next port.

When using VHF, certain terms make listening easier to understand what someone needs. *Mayday* is used only when in grave and imminent danger threatens your vessel and you require immediate help. *Pan* is used to transmit a very urgent message concerning the safety of a vessel or person. *Security* is used to transmit a message either concerning the safety of navigation or giving important meteorological warning.

Using VHF properly can make it a useful tool. At the same time, used improperly will cause more people to turn the radio off because they don't want to be bothered with a lot of garbage. I have only touched a few points of operating a radio correctly. I would recommend reading FCC operating procedures carefully to get more out of your VHF.

Peter Veasey 2/M
S/V *Beautiful Noise*
Richmond

☐ DARN GOOD DANFORTH

After reading January's *Latitude 38* article "Cabo Catastrophe", and being unlisted survivors, we would like to put in our two pesos worth. And besides, how will anyone even believe our sea stories if we go unmentioned? (Better include our insurance company in that last question.)

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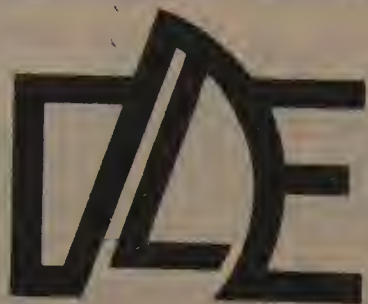


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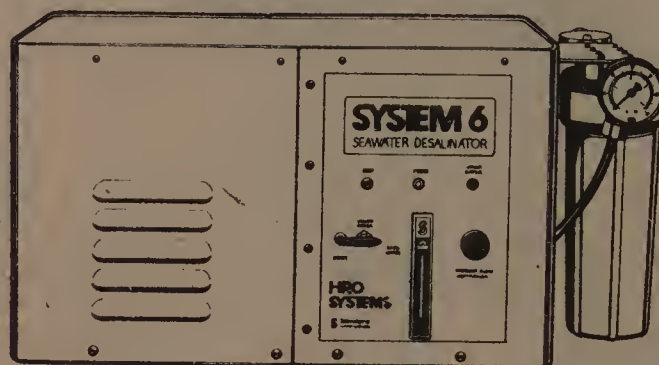
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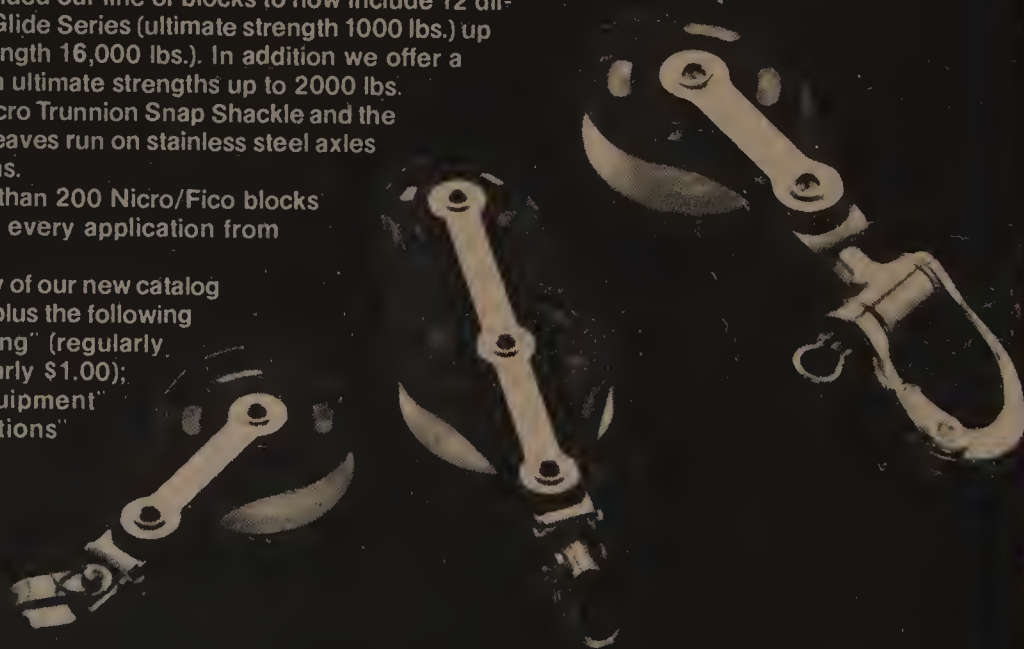
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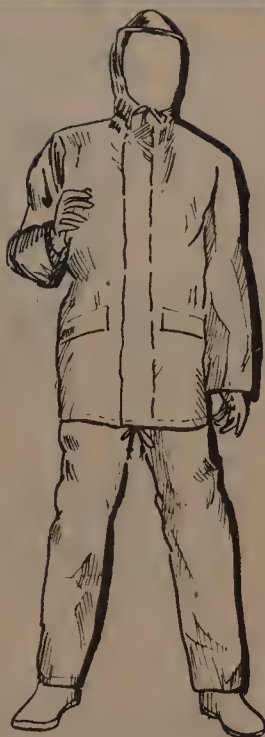
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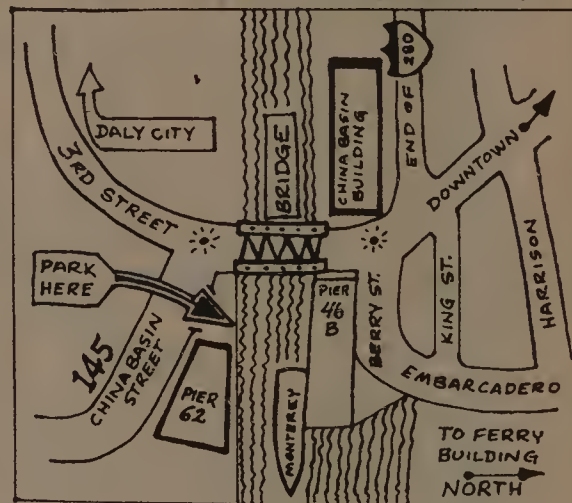
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LETTERS

We were one of four boats that left anchors and headed into the storm. The first vessel to leave, *Dakota Wind* (Canada), buoyed anchor and headed out about 8 p.m. We, *Vixen* (San Francisco), cut lines about 10 p.m.; *Jolina* (Washington), about 9 p.m.; followed by *June 8* (Canada) about midnight. *Jolina* returned to Cabo the next day while the rest of us were well on our way up to La Paz. As for leaving Cabo, we did not have to make the final decision to leave, however we were ready since the surf line was rapidly approaching. We had our engine running at a high idle for some time when our bow anchor line was cut. We had the knife ready, cut the stern anchor line, and headed out into that miserable mess. Anyway, back to our comments.

It appeared to us after moving our anchorage three times within twenty-four hours after our arrival in Cabo (Nov. 23rd) that the best anchorages were from the new Marlin Club to the inner harbor entrance. They were all taken with mooring buoy's, so us less fortunates did not have much of a chance at "safe" anchorages as far as distance from the beach goes. We disagree that plows and Bruce's worked better. As far as we know, we were the only vessel with a Danforth as the primary anchor. (Most vessels used Danforth's as stern anchors.) We hired a diver who had to dig down two feet to retrieve our Danforth 33-H for us. We did hear that *Magic Dragon*, a Valiant 40, was anchored stern to the seas with a Danforth 22-S. She was anchored in the mooring area, however, and may well have been hooked on a mooring line.

As for personal safety, the vessels that went to sea seem to have taken the greater risk. *June 8*'s captain fractured a leg and *Jolina*'s captain seriously bruised his outer thigh.

As survivors we are grateful to Paul and Susan Mitchell on *White Cloud* for all their help with organization and communication via the Ham radio, and also to Pacific Marine Supply in San Diego for all their generosity in suppling equipment and arranging transportation of supplies to those who lost equipment and boats at Cabo.

P.S. We departed Alameda Marina Novembr 1, 1982 for a five-month cruise in the Sea of Cortez and will be returning to San Francisco in early April.

Marilyn Scott
Craig Chanslor & Shaun, our cat
Vixen, 41-ft Challenger ketch

Marilyn, Craig & Shaun — We're backtracking on the Danforths. The bad news we heard about was the powerboat pulling the shark out (perhaps it was just a Danforth-type) and several boats pulling their stern anchors up (not enough scope?).

Both your boat and *Magic Dragon* held with Danforths, and Grace said theirs performed marvelously in crashing surf after losing their CQR. We're keeping our Danforth.

□ WE'RE NO LONGER SURE ABOUT ENGLAND, BUT THEY'LL ALWAYS BE A CODE

The Federal Communication Commission may or may not adopt a new Ham radio "no code" license. You did mention that it would be for short range communication only. Please underline the only.

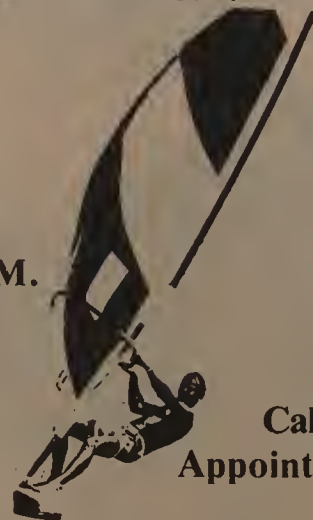
At some point everyone wishing the higher licenses will have to learn morse code. Long range operation will still be conducted by those licensees capable of copying 5 WPM or better. The novice license is for code only with a minimum power restriction of about 150 watts output. The frequencies allowed are long distance frequencies.

During my cruise to Palmyra Atoll and return I held only the novice ticket yet maintained contact with Bay Area hams everyday, and found no problem with the code. As a matter of fact it was fun.

Later I upgraded my license to general. The code requirement being 13 WPM. This ticket allows me to use voice or code, more frequencies and more power.

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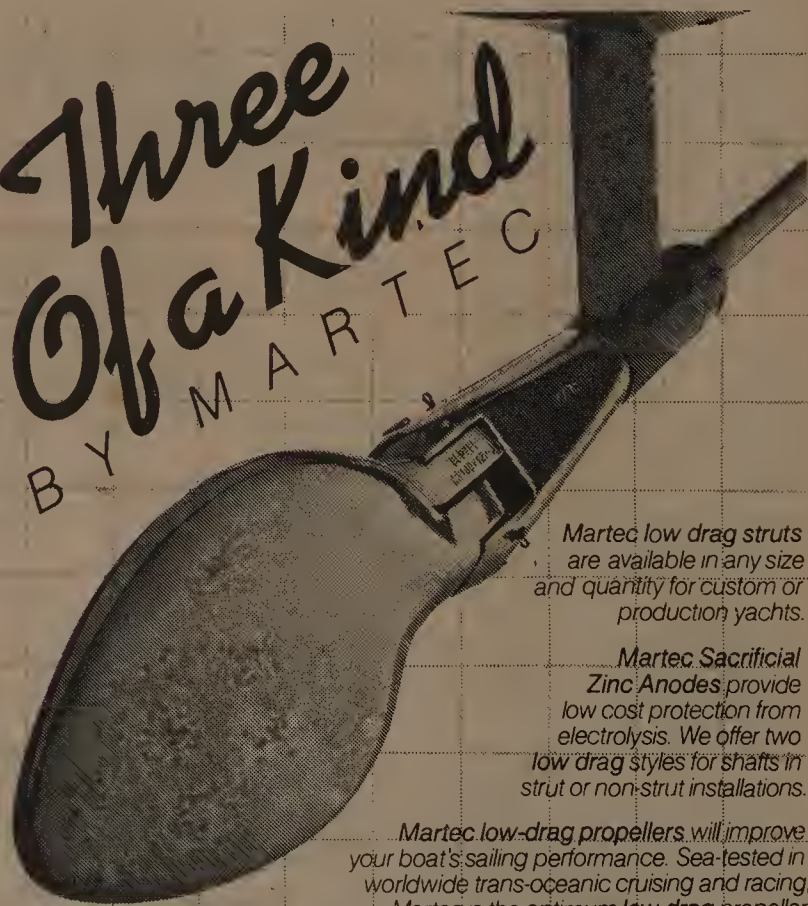
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LETTERS

The real value of morse code is its ability to get thru when voice will not. On a recent delivery trip from Hong Kong to Australia code would always reach California when voice was almost impossible at that distance with the small antenna and low power I had onboard.

As far as I am concerned, there will always be a place for code in the Ham Radio world.

Peter M. Sutter
N6DQN
Sausalito

Peter — A lot of people view the code as an 'obstacle' to overcome before joining 'the club'. We think your letter does a good job of demonstrating that there is a simple utilitarian/'selfish' reason for learning code.

We've been told that the "no code" license frequency has a very short range — similar to VHF. In that case it really wouldn't be good news to cruisers at all.

☐PHRF FORMS AND OTHER TRIVIA

I read Bob Smith's letter in the January issue on the discrepancies in PHRF forms, and certainly agree there must be a better way. As the unfortunate member of the committee tasked to design the form shown in your magazine, I am obliged to comment. *First*, we frequently receive the forms only partially filled out and rarely did anyone fill in Max Beam Waterline. We were requested to drop this dimension as too difficult to make and confusing. It no longer appears on the new forms.

When we receive a partially filled out form, or one with obvious errors, we have two choices. If it is a production boat such as a Cal, Pearson, or Catalina, we will most likely issue a rating based on the standard dimensions we have on file. If it is a custom boat, we will return the form for more data, or Chairman Jim Boles will call the applicant and try to clarify or supplement the data. For example, we received an application for a 30-foot boat with a "J" measurement of 20 feet. Quite a foretriangle, huh? *Second*, the owner, not a professional measurer, makes the measurements on the boat and some inaccuracies are to be expected. *Third*, we do make mistakes and an appeal process exists which is being regularly exercised — our monthly meetings are getting quite long.

Before a PHRF rating is assigned, we check PHRF ratings in other areas and cross check ratings, where possible, against IOR IIIA ratings. With some notable exceptions, we do find a rough correlation between IOR and PHRF. Generally, the older cruising and CCA-type designs rate faster (relative to more modern designs) under IOR than PHRF. Also, PHRF ratings vary in moderate to heavy air areas like San Francisco from those in light air areas such as Southern California and Long Island Sound. IOR ratings are the same everywhere. Typically, a boat with a long waterline, moderate wetted surface area, and small to moderate rig, will rate *faster* in Northern California than in Southern California. The Cal 20, Cal 2-30, and Newport 30 are examples. Conversely, a boat with a large rig and short waterline will rate *faster* in Southern California than San Francisco.

Most people agree if you are a *really serious* racer you should race one-design or a boat designed to the IOR and race under that rule. IOR is not perfect, as for example, it is rather poor at rating an Alberg 35, but for modern boats designed to the IOR, or at least cognizant of it, the IOR is about the fairest measurement rule around. Thanks to ITC member, Gary Mull, the IOR is now much fairer to older boats than it was five years ago. The only other measurement rule that is as fair as IOR is the USYRU sponsored Measurement Handicap System (MHS) which takes IOR-type ratings and adjusts them for the wind conditions of the race. It has only received limited use, primarily in the eastern U.S., and it is a bit difficult to administer.

All of the above digression is not to say PHRF isn't a valid system. It is, and we do the best we can to assign valid ratings. But in addition

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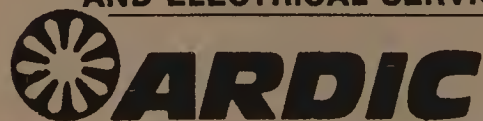
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April 27	Tides & Currents	Kame Richards
May 4	Sail Inventory & Planning	Jocelyn Nash
May 11	Sail Shape, Control & Trim	Jim DeWitt
May 18	Sail Tuneup & Inventory a comprehensive view	Nash / DeWitt
May 25	Buying a Racing Yacht for charter	Laurie Smith

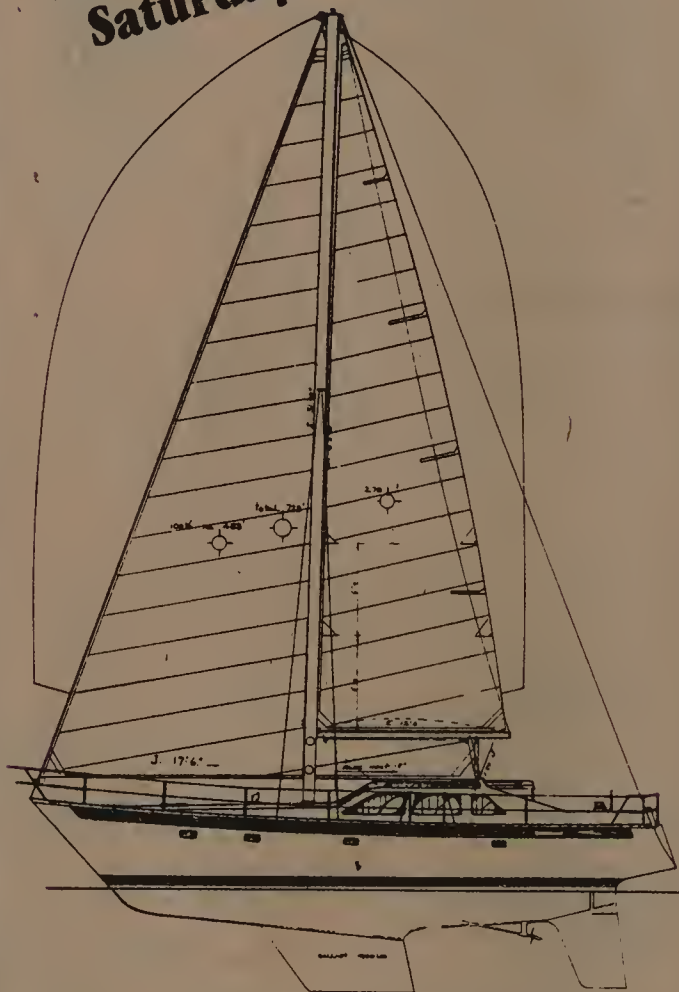
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LETTERS

to race results, basic configuration data, and related system cross checking, there is still a good bit of subjective judgement that goes into the assignment of a PHRF rating. If less than the top level of competition is your desire, or you don't want to spend the money for an IOR certification or a new boat, PHRF is one solution.

Dave Few
Member, PHRF Handicap Committee
Northern California

David — We found your summary of the rating systems hit right on the mark; 'if you are really serious about racing, it's one-designs (legitimate ones) or IOR racing; if you're not that serious or not willing to invest that much money, PHRF is one solution'. Personally, we've found PHRF to be more than just "one" solution, but a very reasonable one.

□ I WAS THERE

I anxiously waited for my very first subscription copy of *Latitude 38*. When I received it I was happy to see your great account of the "Pearl Harbor of Cruising" Cabo.

I was there! We survived the blow aboard my Freeport 41, *Country Gentleman*. I had hoped you would cover the story as you did. (I never had any doubt, but you outdid yourself.) You certainly lived up to your motto — "We go where the wind blows".

We were anchored near *Joshua* and saw her go aground early in the storm. This event was frightening because we knew how much more experience Bernard Moitessier had than us. We were able to survive because we were in some what deeper water and because of the quick thinking of our skipper, Peter Whitney. The *Country Gentleman* is probably the "big sailboat" you referred to in your story "that made it out to sea, then motored into the inner harbor, safely."

I'd like to thank three other yachties whose names I can't remember, for the assistance and loan of ground tackle, etc. We even were loaned a VW to make several trips to town to try and buy some chain.

We were able to find our stern line and anchor. We left Cabo on December 4th for La Paz. That was also a memorable ride!

I thank God we were one of the fortunate survivors. Keep up the great work.

Dave Buchanan
Country Gentleman
Santa Nella

Dave — We saw Peter on *Country Gentleman* in La Paz and Isla Partida; sorry to have missed you.

□ YES, IT DOES

Enclosed are the necessary greenbacks to insure the reception of your wonderfully inspirational periodical, truly of unmatched benefit to the sailing world. From the humor like cruising maxims, to the technical articles, *Latitude 38* is an asset to the daysailer as well as those called by the spray of the distant seas. *Up with good ink*.

P.S. Can you please print my thanks to Cap'n Dave Vito Dumas, Boulder Creek, for his "Professional, What Me Worry" attitude teaching the crew to handle a thrilling sandy Santa Cruz entrance on January 2. "Shit Happens"?

R.C. Watson
Humboldt Bay

□ THE BASIC PROBLEM

Appreciate the good words for USYRU in the January article "If Rozelle Can Do It, So Can USYRU".

Your statement "Great! What took them so long?" points up to a basic problem. "Them" is "us" — all of us who race. The USYRU Board has acted on every case brought before it. What took so long was for sailors to wake up and start protesting. We have no Pete Rozelles to impose disciplinary sanctions. Most don't think we need



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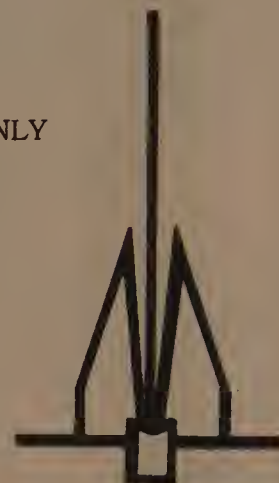
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LETTERS

commissioners to enforce the rules — compliance and enforcement can and should be voluntary. The responsibility is on sailors to protect themselves and the integrity of the sport by protesting, and to insist that their sailing organizations apply the rules.

This concept has worked pretty well in our sport for a long time; and most of us pride ourselves as sailors for helping make it work. Let's not lose it. We don't want commissioners.

I would very much appreciate hearing directly from your readers on this subject.

Thomas F. Ehman, Jr.
Executive Director
United States Yacht Racing Union
P.O. Box 209
Newport, R.I. 02804

□ LIKING THE LIST

We would like to say that the idea of *Latitude 38* putting on Crew Partys is great. We want to also thank who ever put on the Crew Party at the St. Francis last May.

Karl and I have been on the *Latitude 38* Lists for the last two years and did not meet until that party. Now we have been sailing together since May and we are planning to circumnavigate. Once again, we will be using *Latitude's* Lists for I still want to race and we will both be looking for others who might want to crew for us.

Thank you for having a great sheet.

P.S. — I'm the Barbara who made the lee clothes for Bob LeFever's *Blue Sky*. Sorry — but they don't work against the San Diego Harbor Police.

Barbara Retelle
Karl Livingood
Albany

□ ADVICE FOR CREW

I just wanted to tell you that I really enjoy your magazine; so much so that I usually don't wait until the postman gets through reading it, but go and get one the first of the month at West Marine. They know this and usually have something on sale that I need — so the magazine works for them, too.

I also want to tell you that I got a few calls from last year's Crew List and landed a crew position on a real good boat and learned a lot (I have been sailing about 20 years).

My advice to other people who want to crew is to be open and honest, and to tell the person they are crewing for what they can and cannot do. In this way the experience they have will be a pleasant one and not an experience they would rather forget. I would also like to add that they should do as much reading as possible on the type of sailing they want to do.

A hopeless sailing case,

Jim Smith
Sebastopol

□ DID YOU CHECK EDDIE'S LOCKER?

I give up! Here's my check for a one year subscription. It finally happened — I went to Charlie's Locker in Newport Beach too late and there were no *Latitude 38's* left.

I can't bear to miss an issue, so I'm hoping you can process this quick enough to start with the January '83 issue. Keep up the good mag!

Keith Dinsmore
Costa Mesa

Keith — Most people are satisfied to get it "yesterday", but you want it three weeks ago. As talented as the folks are in circulation, that's beyond them. If you want January, you'll have to send \$3 for a back issue.

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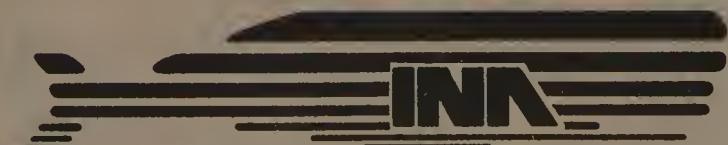
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LETTERS

□ WHAT ARE EDITORS FOR?

It is impossible for me to express how very much I appreciate your publication. I am compelled, however, to comment on the language being used.

In one single issue, I came across two "shit"s and at least two words beginning with the letter, "f".

As a writer I can only point out that it is totally unnecessary to use foul language just to make a point, or to be dramatic. Besides, who needs it. What are editors for, anyway?

It reminds me of something I read in the head of Solomon Grundy's, not so long ago. Over the urinals, on a blackboard, written perhaps as a guide for writers seeking by-lines in *Latitude 38*, were these words in simple eloquence:

"A person who resorts to profanity and foul language in order to express himself adequately is an unmitigated, inarticulate ass-hole".

—author unknown
Norman J. Clerk
Oakland

Norman — At Latitude 38 we feel that editors do not exist to distort reality in order to foster the misconception that the world of sailing is all sweetness and light. The truth of the matter is that there are some sinkings, deaths, business rip-offs, and nudity — not to mention the periodic expletives.

While we don't want to rub our readers noses in the unpleasanties of life, please don't ask us to be accessories to a Pollyannaic illusion. Our readers want the real picture, and that's what we try and give them.

□ FORCE 10 MISUNDERSTANDING

The editor's comment in the February *Letters* column regarding the question of nylon rodes versus chain rodes at Cabo San Lucas was in error, and more important potentially confusing, especially for people who wish to set off cruising someday soon. We too were in Cabo San Lucas interviewing both people who had the misfortune of losing their boats and people who were able to get out to sea or hold their own at anchor. Most of the surviving boats had all chain on their main bowers, boats such as the 34-ft *Kaskelot* which used 3/8 inch chain, 58-ft *White Cloud* which used 3/8 chain or 55-ft *Severance* which hung on 7/16 inch chain; the list goes on and on.

People who used chain had better luck on the average than people who hung on nylon rodes. Our interviews and \$200 worth of telephone calls during the past two months has turned up only two cases where boat owners reported chain failures. In the first case the chain mentioned was that on a Mexican-built, laid and maintained semi-permanent mooring. On the second boat it was not the chain that failed, but the shackle holding the chain to the anchor. (We wonder if the pin was moused?)

We could not find one case of American or Canadian-made chain breaking. But we can list at least twenty boat owners who told of their nylon bowers either snapping, chaffing through, or as in the case listed in the *Letters* column, possibly overheating and melting.

After seeing the editor's comments, readers are left with the impression that nylon chafes through and chain breaks. So what is the offshore cruising sailor supposed to choose?

Lin & Larry Pardey
Bull Canyon

Lin & Larry — We sure muddled that response because we certainly did not want to give the impression that nylon rode was superior to chain. Heavens no!

What we incompetently conveyed was the idea that there is a better way to go than all chain. The better way is all chain, with 30-ft of 3/4 inch nylon to "double" the last 20-ft of chain. Periodically the nylon line is adjusted slightly so it doesn't chafe in just one spot.

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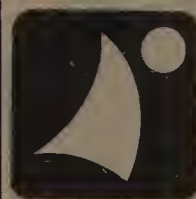
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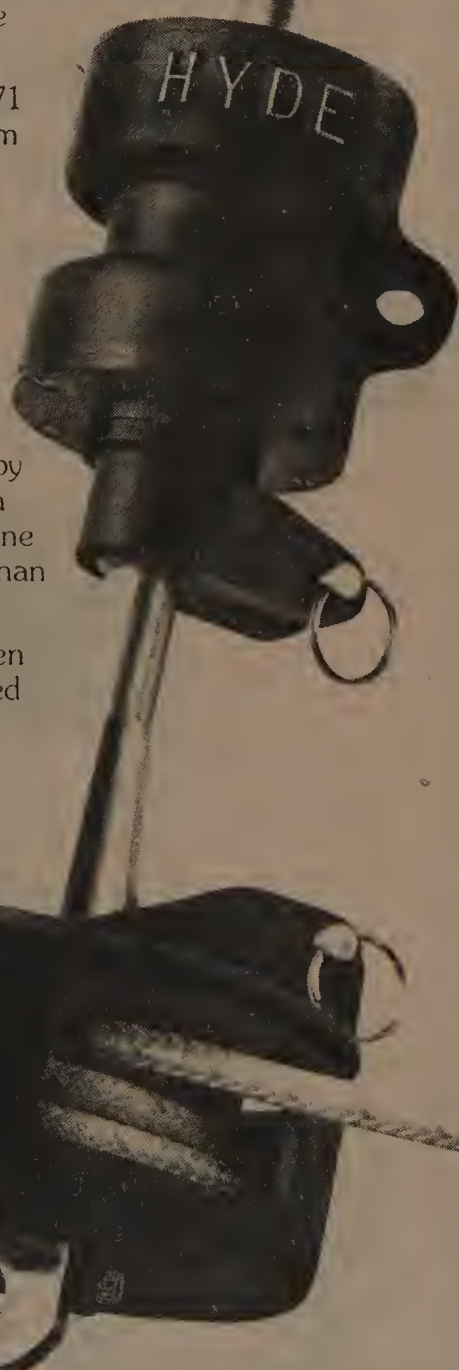
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LETTERS

released that might otherwise: 1.) yank the anchor free; 2.) break the chain; or 3.) pull the windlass or sampson post off.

In addition, the nylon doubler gives protection at the critical area of stress — where the rode is attached to the boat. Had Grace had a doubler when her chain jumped the gypsy, she would not have gone on the beach.

Bill Plywaski on the Valiant 40, Chanticleer, will vouch that all chain is a good system, but that all chain with a nylon doubler is even better. He ought to know; while letting out more chain he lost his doubler and had to do without.

Sorry for the misunderstanding.

□ SMOKY SINS

Holy smokes, I've committed the unforgiveable sin. I've let my subscription run out. Give me hell if you must, but get my copy coming again.

I've raced the Bay, Islander 30's, for 15 years; sailed the Sea of Cortez; the San Juan's; and two-times down to the Channel Islands and back. So I'm not as salty as some of your other readers, but your magazine is tops in my humble opinion.

S.W. Demmingsen
Sonoma

Latitude 38 welcomes all letters, but please sign your name and don't slander anyone.

Unless otherwise specified, we assume all letters are for publication.

The Latitude 38

Crew List Parties

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see page 72 for details

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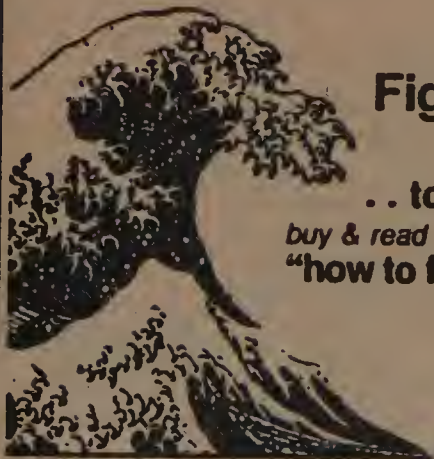
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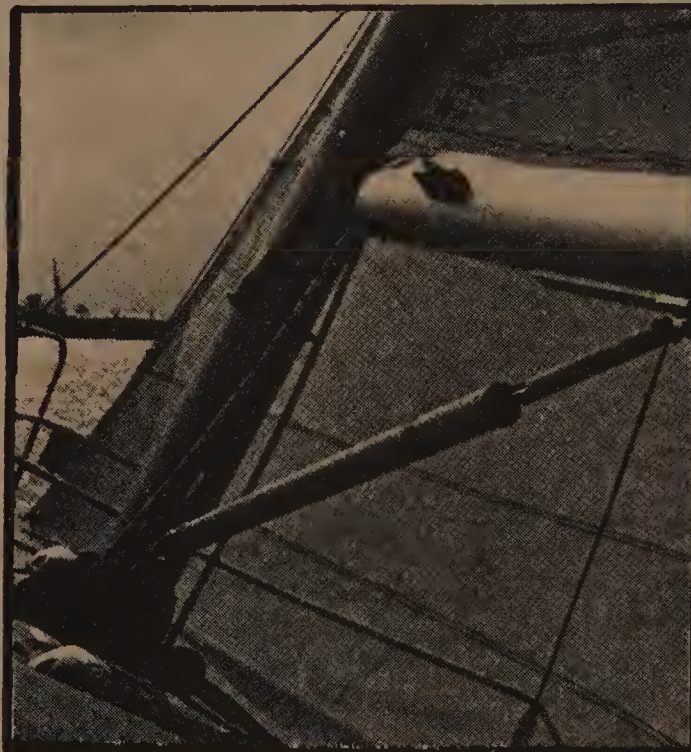
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LOOSE LIPS

While reading the *Wall Street Journal* last month, we came across this modest proposal:

The despair engendered by the massive Mexican debt and the grim outlook for its amortization may be a cloud not without a silver lining. The solution lies in the rich and vast assests which the Mexicans claim as their heritage. International attention has, however, been focused on the wrong asset. Instead of the prospect of the Mexicans shipping their oil to the U.S. for the indefinite future, another solution is far more expeditious and promises much benefit to our continent.

Simply put, in exchange for the immediate and unconditional forgiveness of all debts to U.S. banks, the Mexican government will pass title to the Baja California Peninsula. The U.S. government will arrange for the repayment of the banks by the immediate resale of all property currently owned by the Mexican government in Baja to private investors. Private Mexican land titles would, of course, be recognized.

Baja California, largely uninhabited, would become a territory of the United States and move toward statehood. The boom which would be brought to this area by stable private property rights is obvious. The young economy would provide employment and hope for illegal aliens who would no longer be either.

As for Baja, frankly we're glad Mexico is keeping it. We love California, all of it. But another 750 miles of it might be just a little too much of a good thing.

Welcome aboard, mate.

A new addition to the bay sailing scene is Bob Cranmer-Brown, who works for Raychem on the peninsula. His last assignment was the middle eastern island of Bahrain in the Persian Gulf. Bob is native of England and he used to commute from Bahrain to the UK every other weekend to campaign his 1/2 tonner *Zephyros*. In 1981 they won the Morgan Cup, a Royal Ocean Racing Club series, and were the first English boat to finish in the Fastnet race.

Bob sailed some in Bahrain as well. The intense heat makes water sports very popular there, such as windsurfing, swimming and water skiing. Most of the natives prefer powerboats and fishing, but the large number of Brits support two yacht clubs, the Zallaq YC and Bahrain YC. They sailed Fireballs, Lasers and Hobie 16's all year round. Bob tried to drum up some oil money, of which there is plenty in Bahrain, for an Admiral's Cup team, but with little success. "Funding a campaign," he says, "would be no problem."

Bob has already jumped in headfirst to sailing in northern California. He's crewed on Santa Cruz 27's and Olson 30's in Santa Cruz and just bought a J24 which he keeps at Pier 39 in San Francisco. He has yet to see what everyone describes as "San Francisco Bay conditions". For a good thrash, he, says, he still thinks the English coast is the place to go.

"It can only be a matter of time before serious loss of life results from one of these races. Isn't it now time to call a halt to singlehanded racing and to opt for the more seamanlike doublehanded events? We should not wish to curtail anyone's desire to test their capabilities in sailing

LOOSE LIPS

alone — we just question the sense of adding the severe pressures of modern sponsored racing to the stress of singlehanded sailing. Or are the commercial holds on this type of sport now too strong for the organizers to back away."

The above is an excerpt from the February issue of England's *Yachting World* magazine. "These races" refers to the BOC Singlehanded Around The World Race in which more than six boats have been destroyed or dropped out and the Route de Rhum race in which 40% of the 50 entries were casualties. Of course doublehandeding may not be the solution *Yachting World* thinks it is, what with last year's loss of four lives in the Doublehanded Farallons Race.

But what they really ought to think about putting a stop to is the mania for sailing 9-foot sailboats across the Atlantic. There were three attempts we know of last year; two made it, but 33-year old computer technician Wayne Dickerson from Satellite Beach, Florida, apparently didn't. Meatloaf sings that "two out of three ain't bad", but in this case, he'd be wrong.

Sometimes it's better for a ship to be at sea than on land during a storm. Take for instance the Santa Cruz 50 *Sundance*, which took a solid knockdown at an East Bay boatyard during a big blow last month. Her hull looked fair and true after the fall, but there were some long cracks in the hull and she's being shipped back to Bill Lee's yard in Santa Cruz for repairs.

One of the joys of owning a sailboat is diddling around with modifications in the gear — blocks, travellers, halyard leads, that kind of thing. One of the frustrations of diddling around with your sailboat is incompetently trying to make these modifications. Help is on the way. Nicro Fico has come out with a *Fitting and Rigging Guide* — featuring their products of course — written by Gary Mull, local Naval Architect. We don't tout a lot of things, but we think this 32-pager might be a handy little booklet for some of you folks. It costs a \$1 at all the places which sell Nicro Fico equipment, which is most of them.

Webb Chiles, the sailing adventurer from San Diego, plans to resume his solo circumnavigation this spring. Last May his 18-foot Drascome lugger yawl was shipwrecked in the Red Sea, and he was held in a Saudia Arabian jail for nine days as a spy. Honnor Marine in England is donating a new boat of the same type to Chiles, which he will ship to the Mideast and launch from as close to where he lost his previous craft as possible. Chiles hopes to complete his 38,000-mile journey by May of 1984 with a triumphant return to San Diego.

Here's an update on taking care of your child's education at sea. Ann Barar of Fairfax tells us that noted East Coast educator John Holt has a newsletter called "Growing Without Schooling" for people who want to raise their children without submitting them to the public school system. Included in the bimonthly journal are a directory of people doing home schooling as well as legal advice. You can write them for more information at 729 Boylston St., Boston, Mass. 02116.

And the U.S. Power Squadron, the folks who are dedicated to making boating safer through training, announces that Kenneth E. Vindelov recently became the commander of their Diablo branch.

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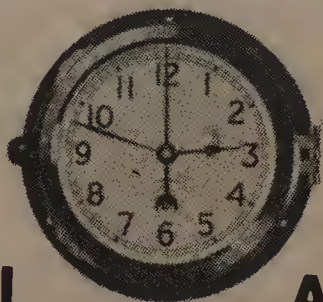
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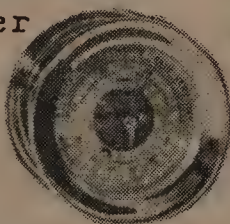
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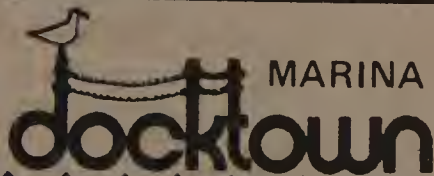


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LOOSE LIPS

Isn't there some old sailing adage that goes, "There's nothing as useless on a boat as a wheelbarrow"? We think there is, but we've never quite understood it, because suppose you're sprawled out up on the bow and want to have one of the crew bring you a couple more cases of beer. What could be more useful than a wheelbarrow to help roll the suds forward? It seems some people just don't have any imagination.

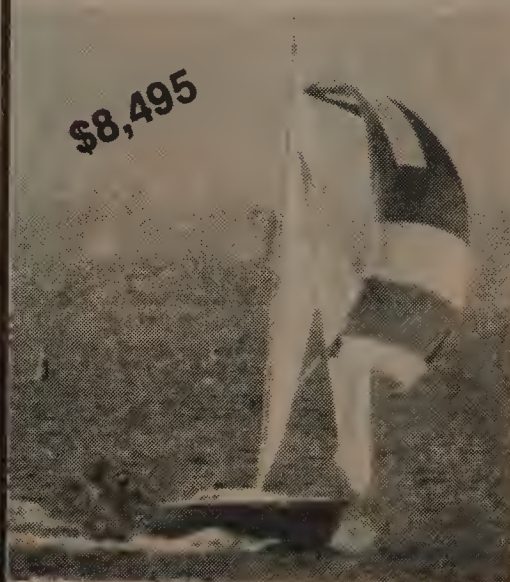


All this nonsense came to mind when we were shown this picture, taken by Warren Nedved, a Seattle reader, of a winch and a cleat mounted on the side of a small foreign car. "What's more useless on a car than a winch — a non-self-tailing one at that — and a cleat mounted on the side of a car?" Lots of things.

We again can think of several uses for a winch and cleat mounted on a car. For example, think how useful it would be if you drove off the shoulder of a freeway and had to kedge yourself back on the road. Or suppose you needed to sheet in the FM aerial just a little tighter. Or suppose you needed a place to put your Barient winch chair. Or suppose . . . well, you can do your own supposing.

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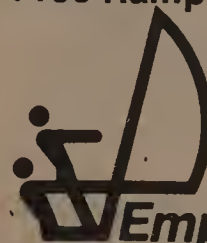
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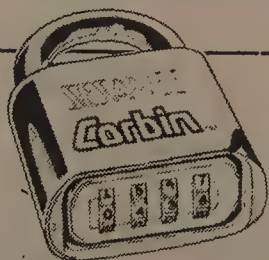
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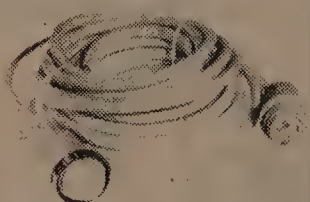
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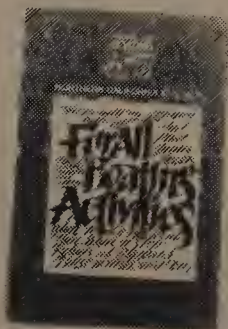
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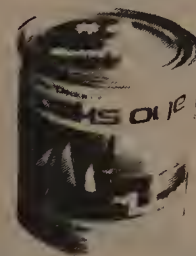
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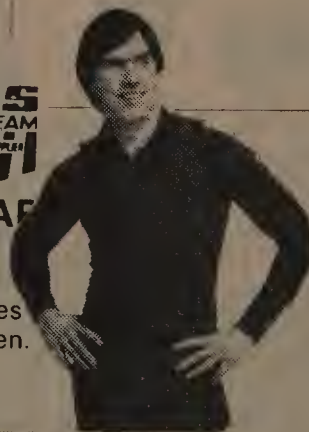
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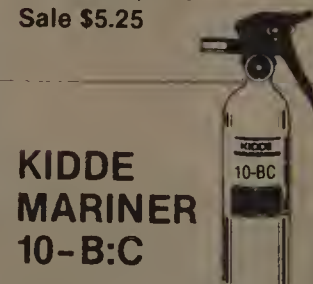
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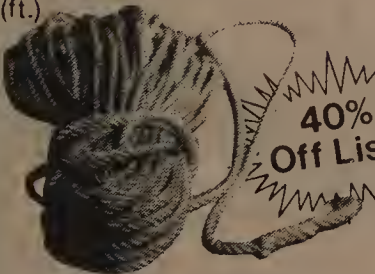


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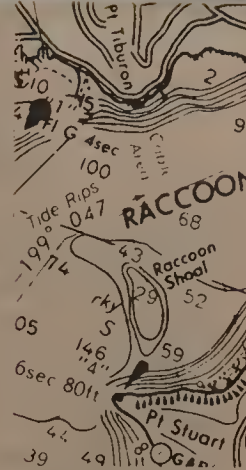
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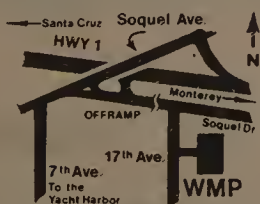


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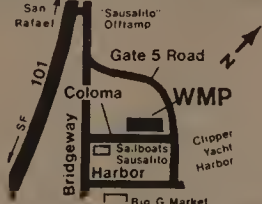
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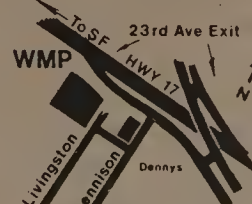
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crew list party, crew list party

Those of you who have signed up for this year's *Latitude 38* Crew List will be pleased to learn that there's been such a heavy response that there will be two "official" *Latitude 38* Crew List Parties this year. The dates are Wednesday, the 6th of April, and Thursday, the 7th of April. One Party will be held in the West Bay, the other in the East Bay.

The first Crew List Party, on April 6th, will be held at the Sausalito Cruising Club, whose members graciously donated the use of their facilities — and offered to make a few snacks, too! The Sausalito Cruising Club is housed on a big, fun-loving barge located at the foot of Napa Street in Sausalito, about a block-and-a-half north of Zack's. (Everybody knows Zack's, don't they?) The barge is hidden from the street, so remember you have to drive through the dirt parking lot at the foot of Napa Street to see it. The Party starts at 6:00 and should wind down by 9:30 or 10:00.

The second Crew List Party is April 7th at the Metropolitan Yacht Club of Oakland, whose members have also graciously donated the use of their club. The Metropolitan YC is located in Jack London Square, but is just a little hard to find. It's on the Oakland Estuary, just a little southeast of Jack London Square and a little northwest of Jack London Village. Park in the Embarcadero Street parking lot next to the Bank of America and walk toward the water past Jack London's Last Chance Saloon. From there you can't miss the clubhouse; it's the building with the cupola.

Both Parties are open *only* to people who have signed up for the Crew List. To get in you need a driver's license (or suitable identification) to prove you're the person whose name is on the list. We're sorry to have to do this, but there are so many people signed up we can't take any more.

Since this is a 'meeting-new-friends-party' as opposed to a 'let's-get-drunk-party', we'll assume everyone will remember they are guests and behave in a civilized manner. The only reason for these Parties is for boat owners and crews to meet; if you've got something else in mind, do it somewhere else.

Invited guests include Jack Tar of Pusser's Rum who will ration out Pusser's Pain Killers during the first hour. That should help break the ice. They'll also be a number of Pusser's Door Prizes including a \$50 flagon of rum. Ray Jason, who provided more thrills than the 49'ers did at Candlestick this year, has been invited to perform briefly. He juggles hatchets, basketballs, flaming objects, and has travelled the world with his act. (This has nothing to do with sailing, it's just meant to loosen everyone up a bit.)

A little later in the evening John Neal and Sue Frederickson, who are doing the Milk Run South Pacific cruising series in *Latitude 38*, will be on hand to show a short film and slides on the South Pacific and answer all your cruising questions. Several lunch cruises on Josh Pryor's *Ruby* will be handed out as door prizes, as will a bunch of *Latitude 38* t-shirts.

Judging from the response we've received, there should be an excellent turnout. As of the closing deadline for racing boats and crew, we had 49 boatowners who needed crew, and 246 people who wanted to crew on racing boats. In categories whose deadlines are not until the 10th of March, we've had 115 singles sign up wanting to daysail with groups, and 54 boatowners offering to take groups daysailing. There have been 122 cruising boat owners who signed up looking for crew, and 111 people looking for cruising berths. Frankly, we're thrilled at the mix and are looking forward to a lot of people getting to crew on boats — and owners getting crew.

Naturally not all of these people will be able to make the Parties, but we're certain there'll be enough to make it worth your while to come. So if you signed up, join us, won't you?

Again, the dates and places are: Wednesday, April 6th, at the Sausalito Cruising Club, the foot of Napa Street in Sausalito; and Thursday, April 7th, at the Metropolitan Yacht Club of Oakland, in the southeastern part of Jack London Square. Both Parties will start at 6:00 and run until 9:30 or 10:00. Your name *must* be on the Crew List to attend.



ARMIN E. ELSAESSER III

kimball and

No, this isn't a story about a roguish reporter and a dashing starlet, rather a notice that *Chronicle* boating correspondent Kimball Livingston, author of *Sailing the Bay*, will discuss S.F. Bay's complex currents and tides on Wednesday, April 6th at the Bay Model in Sausalito. The model, located at 2100 Bridgeway, will be open from 7 to 9 p.m., and Kimball will give his presentation starting at 7:30.



the bay model

The Model is currently going through tests to measure its repeatability, using a new Hewlett-Packard minicomputer for that purpose. The model will also be running through April 7th on Tuesdays, Wednesdays and Thursdays.

Admission is free to all of the above. Call (415) 332-3870 to verify the April 6th event and/or to plan a group visit.

pride of baltimore

For a bit of genuine sailing nostalgia, be sure you check out the *Pride of Baltimore*, an authentic recreation of a Baltimore Clipper schooner. She'll be sailing under the Golden Gate at noon on March 31st, and will dock at Pier 39 at 2:30. She'll be open for visits there from noon to 5 pm on April 2, 3, 9, 10, 16, 17, 23 and 24. On April 25 she moves to Oakland's Jack London Square, with open houses on April 30 and May 1 during the same hours. On May 5 she goes to Sausalito, with boardings at the Army Corps of Engineers on May 7-8, also noon to 5. Her stay here is part of a 17,000 mile goodwill trip on behalf of her owner, the city of Baltimore, MD.

The *Pride*, which measures 136-ft from bowsprit to boomend, was hand-built by 100 craftsmen, sailmakers and carpenters in 1976. She's a composite

cont'd on next sightings page

SIGHTINGS

baltimore clippers — cont'd

of the best of the original Baltimore Clippers, which plied the Atlantic in the early 1800's. These sleek, low and speedy craft — *Pride* can set over 9500 square feet of canvas on her sharply raked masts — harassed pirates and foreign naval ships. During the War of 1812 they served as privateers, or legal pirates (today we would refer to them as "revenue enhancers"). During their heyday as many as 1/5 of Baltimore's population invested in these privateers and reaped the financial rewards of their victories. Sounds better than a lottery!

If you want more information, call Barbara Bozzuto at (301) 625-5460.

bodies everywhere

Apparently it makes absolutely no difference how many people are killed. A certain number of boatowners just aren't going to give the ocean the respect it deserves. It tortures us to see so many lives lost needlessly, but if boat operators aren't going to exercise good judgement, there's not much that can be done short of having the Coast Guard police movement. And nobody wants that.

For many years we assumed that the leading cause of death out on the ocean was people being caught in conditions which were simply beyond what they and their boat could handle. After examining the facts more closely for the last eight years, we've come to the conclusion that that's all nonsense. Most people get killed on the ocean because of ignorance or foolishness; they head right out into conditions in which they have absolutely no business.

They say that the superior sailor is defined as one who uses his superior judgement to keep out of situations requiring the use of his superior skills. There seems to be a lack of that lately, all up and down the coast of California.

Northern Californians know about the 50-ft cabin cruiser, *Stella*, that was flipped, smashed, and trashed by a huge wave off Point Bonita on February 13th. Despite heavy seas all week and posted small craft warnings, the captain just didn't want to miss his first chance at the salmon season. Three were killed. We were on the Bay both Saturday and Sunday, from where you could easily see it was imprudent to be out on the Ocean.

Just in case some boatowners have had their heads buried in the sand their entire lives, let us say it in bold print: **during heavy seas, anywhere outside the Gate is treacherous!** While the shoal areas of the San Francisco Bar are especially well-known as being deadly, the main ship channel offers no refuge for small boats. Neither does the deeper water between Point Bonita and the Bridge. Everywhere between the Bridge and the west end of the San Francisco Bar is subject to huge, confused waves, that seemingly come out of nowhere.

The *Coast Pilot* warns of "steep waves 20 to 25 feet". Stand under a telephone pole and imagine a wave that high breaking on your boat, then decide if you want to be out in that. You don't. If there's even an inkling the ocean is going to become like that, don't risk it. Merchant seamen will tell you that when it's breaking, the last 10 miles into San Francisco are among the most dangerous waters in the world.

Other well-known danger spots are near breakwaters, but that hasn't stopped Californians from getting killed on them recently. Down at the Ocean-side breakwater — a longtime killer — 51-year old Howard Schultz became the latest victim. Washed off a big powerboat by an even bigger wave, Howard was pulled back aboard. But during the rescue the prop was fouled. Helpless, the boat was thrown onto the breakwater, where Mr. Schultz was killed. Later in the day Daniel Rowland was knocked off his 36-ft catamaran while sailing into the same harbor. Fortunately a harbor patrolman was on

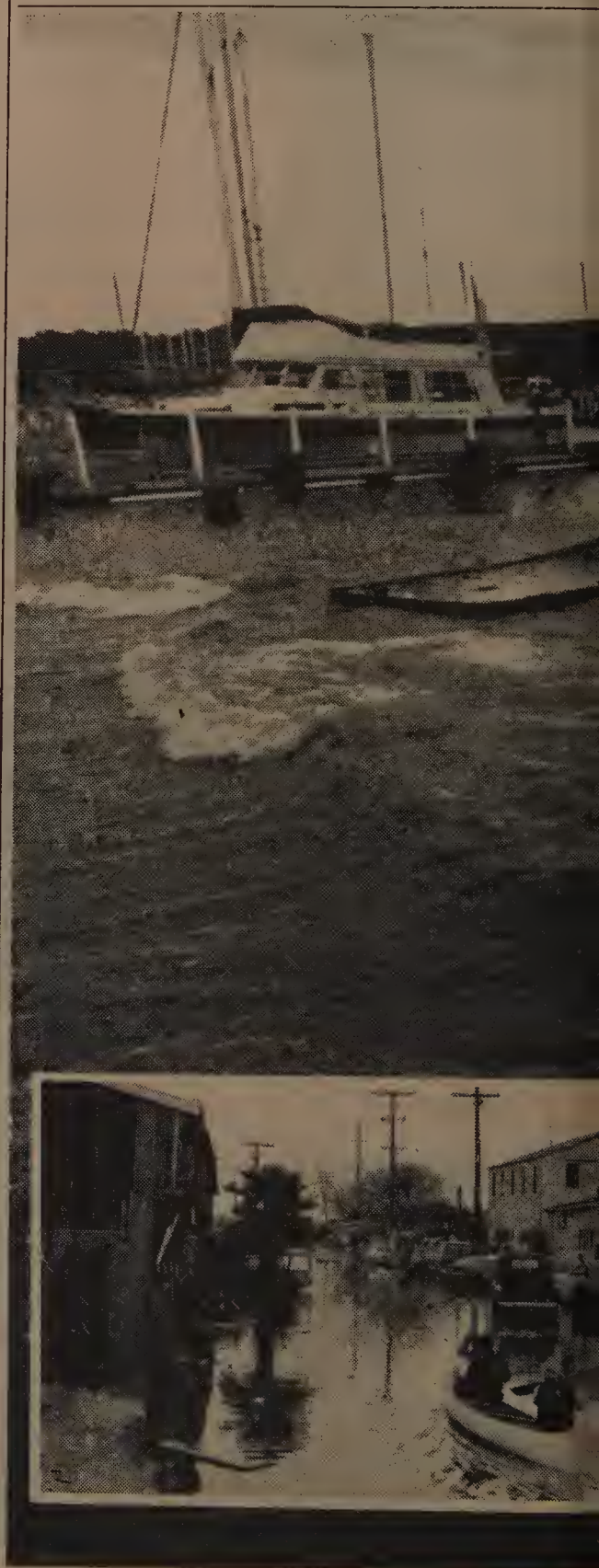
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water, water

Whatever happened to all those pessimists who just a few years ago insisted that the drought was on? They're probably opening up car-washes.

Of course not all the recent overdose of water can be attributed to the rain. In fact, most damage was due to Spring tides, which brought the Bay up to where it rarely goes.

The big picture below is of Clipper Yacht



GLEN PAUL SHELLEY

everywhere

Harbor in Sausalito, where the situation was aggravated by strong southerly winds which blew all the water in the Bay up over the parking lot.

Oakland had its share of trouble, too, as can be seen by these folks rowing down a street near the Seabreeze Marina.

Foul weather boots, anyone?

bodies - cont'd

hand to save his ass.

Up at the breakwater in Marina del Rey, a 30-ft sailboat was hit broadside by a huge wave, resulting in two young women being washed overboard. They were rescued, as was another Marina del Rey resident whose 16-ft boat was yet another victim of a big wave.

Three-quarters of a mile off Point Fermin, John Nepp wasn't so lucky. One of ten people out on a 31-ft powerboat looking for whales, he was killed after the boat was capsized and sank by a huge wave. It was low tide, and the boat was over a shallow reef when the wave hit.

cont'd on next sightings page



SIGHTINGS

bodies - cont'd

The big waves weren't news to any of these people; they'd been around all week. So none of these folks had to be injured or killed. The message is clear folks, you don't want to take a stormy ocean lightly, because it will kill you and your friends. The hell with salmon, the hell with waves, they aren't worth your life!

Wednesday, February 16th, Morro Bay: Oh damn, not again! This time



POOL-RWC

One of many boats washed ashore in Santa Barbara. Five went up at Port San Luis.

32 people, 24 of them junior high students out to watch whales off Morro Bay, end up in the frigid drink. The cause? The same old story — big waves at a well-known treacherous harbor entrance capsize and sink a boat, this time a 45-ft powerboat. By the grace of God, Harbormaster Jim Funk and Patrolman Jerry Mendez, who had tried to warn the captain not to go out, were able to pull 25 out of the water. The other 7 were also able to make it to safety, although several of the adults remain in serious condition from hypothermia.

According to the report in the *Chronicle*, one of the teacher's along on the trip reported that they waited near the harbor entrance for the sets to die down so they could go out. When they finally did take off it was: "My God, then the waves came out of nowhere all at once." That's the sad refrain of so many victims of misfortune on the California coast.

Sunday, February 20th, San Francisco: Three more, this time doctors, washed off a party-fishing boat. Two miles off coast of Marin, close to where the three were killed a week earlier. Waves were 6 to 10 feet. All survived, but barely.

Sunday, February 20th, Orange County: The parents of four boys were killed Sunday, February 20th when their just-purchased 27-ft powerboat was flipped by big waves off Orange County. The sons survived. The *Examiner* quoted a local police official as saying, "We warn people and we warn them and we warn them, but it doesn't seem to do much good." It sure doesn't!

a real hot flash

Picture this: You're in the last race of the Golden Gate YC's midwinter series, battling neck and neck for the series championship in your division. The wind is light from the south and you're sailing up the City Front towards the buoy off Crissy Field, which you have to leave to starboard. There's a rain

cont'd on next sightings page



restoration for

After sitting atop a barge in Oakland for the last three years, the historic schooner *Wapama* may be getting a new breath of life. Superintendent of the Golden Gate Recreation Area, Jack Davis, said it would cost between \$1.6 and \$4.7 million to restore the boat, and take anywhere from three to five years.

Built in 1915, the 200-ft schooner is reportedly the last of several hundred lumber schooners that plied the California coast around the beginning of the century. She and ships like her brought much of the lumber necessary for construction that "built" the Bay Area.

hot flash — cont'd

fed ebb out in the middle of the bay and a three knot flood along the shore. Like everyone else you stay to the north and swing back towards the mark under the Golden Gate Bridge. Some of the boats, including your arch rival, have already gotten to the mark, but they have all slipped by the buoy in the flood and have had to anchor downtide, waiting for some wind to power them around. You've still got some time before you suffer the same fate. What do you do?

Well, if you're Brendan Meyer and the crew on *Hot Flash*, the Santa Cruz 27, you get real creative. Brendan had been in a similar situation a few weeks earlier off Harding Rock. He anchored uptide and let out line till they got below the mark with the idea of slipping the line over the mark and pulling themselves up on the other side. Too bad Harding Rock is so big and the tide was ripping at four knots. They couldn't pull it off.

But Crissy Field is a different story. The mark is low and easy to throw a line over. So the *Hot Flash* gang dropped their hook about 75 feet uptide of the mark (the bottom is only about 20 feet deep there) and drifted down so the anchor line was to the north of the mark. Then they lifted the line over the buoy and pulled themselves back up, leaving the mark to starboard as required. Needless to say, the other boats around them were flabbergasted! *Hot Flash* proceeded merrily on her way to Blossom Rock, the next mark of the course. It took the next boat 15 minutes to get around!

Aboard the *Express 27 Locomotion*, which was anchored next to the mark and was the boat *Hot Flash* had to beat for the series win, they did more than just be amazed. Skipper George Pedrick pulled out the rule book and filed a protest. He cited four rule violations, including illegal propulsion, hitting the mark (George says the line hit the mark) and improper means of anchoring. At press time the protest hadn't been decided yet, but it should make for an interesting evening of entertainment.

"Each part of what we did was legal," says Meyer, "although as a whole it may not have been". We think it was pretty darn creative, but if the protest committee decides they're wrong — Hey, that's the way the game is played!

crowded in the bay



This is a log, it's on the Bay, and it's one of just hundreds and hundreds that could do damage to your boat. An unusually large number of them are on the Bay this Winter, due to the deluge-like character of this Winter. Be smart, and keep a sharp eye out for such hazards which can gouge your fiberglass or rankle your engine.



RICHARD FREAR

a california seamark

Where is the money for the restoration coming from? Davis isn't sure, but he has several plans. One is to divert funds allotted for maintenance of buildings in the GGNRA; another is to use revenues generated by the lease of the former Navy drydock that has come into their possession. As a last straw, a public fund-raising drive might be tried.

Why the widely different estimates for renovating the schooner? We don't know for sure, but we suspect that the \$1.6 million is if the bottom is left in it's "hilly" condition; the \$4.7 million figure is if it's to be squashed back flat.

LATITUDE 38 RICHARD

SIGHTINGS

master mariners

One-hundred-and-twenty years ago the seaman that manned the lumber and scow schooners, and the brigs and barkentines of San Francisco Bay were just as competitive a lot as the IOR sailors of today. So that each boat and crew could have a chance to prove its superiority, a 'Master Mariner's Regatta' was held in 1867. The annual regatta proved to be very popular along the brawling waterfront, and remained a fixture for 24 years.

With the gradual disappearance of working sail craft in the late 1800's, the



LATITUDE 38/RICHARD

Regatta was no longer held. In the late 1960's, almost 75 years later, the event was revived as part of San Francisco's Maritime Day festivities. Since the work boats were almost all gone, the regatta was opened to traditional

cont'd on next sightings page

boat

The month of March is boat show time in Southern California, where the 3rd annual Used Boat Show will run from March 11-13 at Lido Marina Village wharf area. March 23-27 are the dates for the 10th annual New Sailboat Show, which will take place at the Lido Marina Village dock area. These two in-the-water shows will feature boats worth up to \$75 million — which ought to make any loan officer drool.

The Used Boat show will have both sail and power boats, all priced to be sold on the spot. Hours are 11 am to 7 pm on Friday, 10 am to 7 pm on Saturday and Sunday. Admission is \$4 for adults and \$2 for children 6

tie a string

And don't forget that next month we'll tell you about the San Francisco Bay In-The-Water Boat show, which will run from April



who were

Three San Francisco Coast Guardsmen were recently awarded medals for the performance during last spring's deadly Doublehanded Farallons Race. Two boats,

shows

to 12 years.

The new sailboat show will display some 100 boats including the hull #1 of the New Horizons 66-ft ketch and the Lancer 65 motorsailer. Also debuting is the sloop rigged, Taiwan-built Mason 43. Most of the boats will be 28 feet and larger. Show hours are 11 am to 7 pm daily, 10 am to 7 pm on Saturday and Sunday. Admission is \$5 for adults and \$2 for children 6 to 12 years.

For more information, contact Duncan McIntosh Company, P.O. Box 1337, Newport Beach, CA 92663 or phone (714) 673-9360.

around your finger

13-17 at Mariner Square in Alameda, CA. If you can't wait for details, call Karen Thompson at (415) 523-0940.



PAUL J. GARDNER

those guardsmen?

the Moore 24 *Bad Sneakers* and the Ranger 22, *Sweet Omega*, were destroyed during the race with the loss of four lives. A cruising boat, the Southern Cross 31, *Kuhushan*,

cont'd center of next sightings page

master mariners - cont'd

sailing craft, in this instance 'traditional' meaning boats that were designed and built prior to, or in accordance with, pre-World War II methods.

With each passing year the modern Master Mariner's Regatta has grown in stature — and entries. In recent years there have been over 100 boats entered, most from Northern California, but a few more each year from ports farther up and down the coast.

This year's Master Mariner's Regatta will be held on May 29, Memorial Day weekend, and again about 100 boats are expected. The race will culminate the celebrations commemorating National Maritime Day, and hopefully each entry will have a maritime business sponsor them — as has always been the tradition.

The race will begin near the St. Francis YC and finish near Treasure Island. Because of the staggered start and spectacular nature of the boats entered, this has always been one of the top spectator events on the Bay. The prime vantage points are the St. Francis starting line, the Crissy Buoy rounding mark, and the finish line off Treasure Island. The Marina seawall, the jetty near Aquatic Park, the Hyde Street Pier, and Pier 39 in San Francisco are also good viewing spots.

If you're interested in entering the race or joining the Master Mariner Benevolent Association which sponsors the race, contact Commodore Suzanne Abbott at 441-3492. She can fill you in on the four different types of memberships, and send you applications and entry forms for the race.

If you have a marine business that would like to sponsor a boat, call Terry Klaus at 777-8200. The sponsorship fee for 1983 is \$90, with sponsor flags available at \$25 if your company doesn't already have one. Sponsoring a boat means you get to attend the Sponsors' luncheon, fly your company flag from an entry, have a representative of your firm sail on the boat you sponsor, and receive special recognition in the Yachting Yearbook. How can you turn that down?

For a complete schedule of events during Maritime Week or to schedule an activity on the Master calendar, you want to contact Robert Schwendinger at 771-3488, that's the number of the Maritime Humanities Center at Fort Mason.

gearing up for '83

Now that spring is springing, sailor's thoughts turn not only towards the amorous, but also towards the nautical. Here's a smorgasbord of items we've collected about new and old organizations and their plans for the upcoming months, some of which may sate your salty lust.

The **Midget Ocean Racing Club** (MORC) has revived the old Station 3 here on the Bay. This is for boats in the 20 to 30-foot range who want to race under a more definitive measurement system than PHRF. For more information, get in touch with Ray Isaacs, 2925 B Harpet St., Berkeley, CA 94703, (415) 841-8054, or Dick Heckman at (415) 538-7689.

If you have a **Fatty Knees** — dinghy, that is — then you might want to race it one design this summer. Gary Ryan, who also sells the 7, 8 and 9-ft sailing tenders, is organizing a friendly series of races in preparation for the Fatty Knees Worlds to be held in Marina del Rey in late August. Find out why they call it "the dinghy with the heart on". Call Gary at (415) 332-3375.

There are several other class boats attempting to organize. Merit 25 owners should get in touch with Chris Kafitz, (415) 524-9655, about forming a one-design association. Rumor has it more than a dozen Merit 25's have already signed up for YRA this season.

Last December, twelve **Newport 28** owners met at Treasure Island and decided to get their class together. Their first step was to fund a listing in the 1983 Yachting Year Book, and now they want other Newport 28 owners to

cont'd on next sightings page

SIGHTINGS

gearing up - cont'd

join them. Both cruising and racing programs are planned. Contact Shirley Housley at (415) 454-7568, or Ryan Gaskin at (415) 591-3771.

For those of you more traditionally inclined, how about helping form the west coast division of the **30 Square Meter** North American Association? These long, low sloops are an open design class of European origin. Many were designed by Knud Reimers of Sweden, as well as a few by L. Francis Herreshoff and Uffa Fox. To find out more, call Gary Rice at (415) 334-7898 or Doc Palumbo at (415) 552-4500.

For those interested in learning how to sail, **Lake Merritt** in Oakland has a complete set of classes which are just starting. Included are family basic courses (for both adults and children); adult basic, intermediate and advanced; courses to learn how to sail Hobie catamarans; and youth courses (ages 10 to 17). They also offer a unique "Adapted Boating Program" for persons with any kind of disability that requires special adaptations. All that's needed is the desire to learn how to sail. You have to pass a swim test for all of the above, or prove that you know how to swim. For more information, contact the Sailboat House, Office of Parks and Recreation, 1520 Lakeside Drive, Oakland, CA 94612, or call (415) 444-3807.

Springtime is also schedule time, which we've been getting a ton of recently. We can't reproduce all of them here, but we can tell you some facts that might be of interest to you. The **Small Boat Racing Association (SBRA)** has three divisions this year. "A" fleet consists of Banshee, Sunfish, Topper, El Toro Sr. and Jr. "B" includes Lightning, Laser II, 420, Snipe, C-15, Laser "B", Wing Dinghy and Flying Junior. "C" consists of 505, I-14, Fireball, Contender, 470, Finn and Laser "A". For your own schedule and information about signing up, contact SBRA, P.O. Box 487, San Leandro, CA 94577, or call 357-1634. The season starts on March 5th, so don't tarry!

Starting a little later is the **Small Yacht Racing Association (SYRA)** season. The season opener is April 17th with a race off Knox buoy. Classes for 1983 are Cal 20, Catalina 22, Electra, Erickson 23, Merit 25, Rhodes 19, Santana 20, Santana 525, Venture 24/25 and Wylie Wabbit. New classes can still apply. Call Edna Robinson at 357-1634.

The **Midget Ocean Racing Association (MORA)** also looks forward to a full season. They'll have a spring general meeting on March 9th at the Golden Gate YC to get things rolling. The (in)famous yearbook, which is chock full of articles on ocean racing, will then be available. The featured speaker will be Jack Feller, the USYRU Appeals Chairman for our area. The sailing season starts on April 2nd with the Schoonmaker-Stewart Lightship race, but the high point again this year will be the long distance race to San Diego on July 2nd. There are a whole bunch of people who are eager to talk to you about MORA, but for starters, get in touch with Paul Altman at 428-4100 (w), 655-6000 (h) or John Dukat, 1524 D Lafayette, Alameda CA 94501, phone 522-1396.

And for you women who relish sailing with a bone in your teeth, don't forget the Corinthian YC **Women's Invitational** on March 12th. Contact Glenda Carroll, 282-7912, or Renee Soleway, 60 Westwood Drive, Kentfield, CA 94904. On April 10th, you've got another **Women's Invitational** at Island YC. Marcine Osborne, 278-0495, or Elaine Wright, 436-6463 (eves), 545-9879 (days), are the folks to contact for that one. There's also talk of a season championship for women as well if enough interest is shown. If you want to show your interest, call Glenda Carroll at the above number.

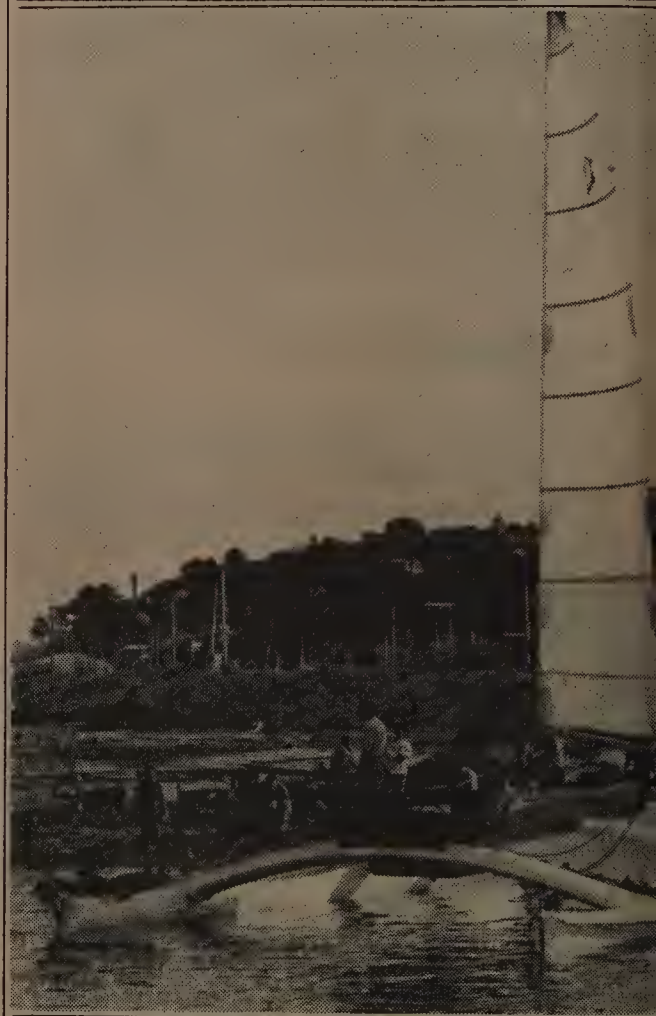
And finally, for goodness sakes, don't forget these special events in March: The **Ano Nuevo Race** from Monterey to the Ano Nuevo buoy and back is on March 12th. This is the ocean racing opener. Dick Clark will answer any further questions at (408) 624-9492 (w) or (408) 624-3956 (h). The following weekend is the **Junior Sailing Seminar** at Lake Merritt. \$18 gets your young ones two days of top notch instruction both on land and water, two

cont'd on next sightings page

guardsmen

also sank during the fierce southerly storm, claiming two more lives.

Boatswain's Mate First Class Kenneth Stuber received the Coast Guard Commendation medal for his nine hours as boat coxswain, helping rescue several boats. Seaman David Kiper was a crewman aboard Stuber's



off

We were cruising up the Sausalito waterfront and happened across the launching of this brand new, Dick Newick-designed catamaran at On Shore Marine on Schoonmaker Point. This is reportedly the first cat designed by Newick, who has drawn many trimarans including Phil Weld's Moxie, winner of the last OSTAR.

The cat, owned by Marin's Peter Hogg, is

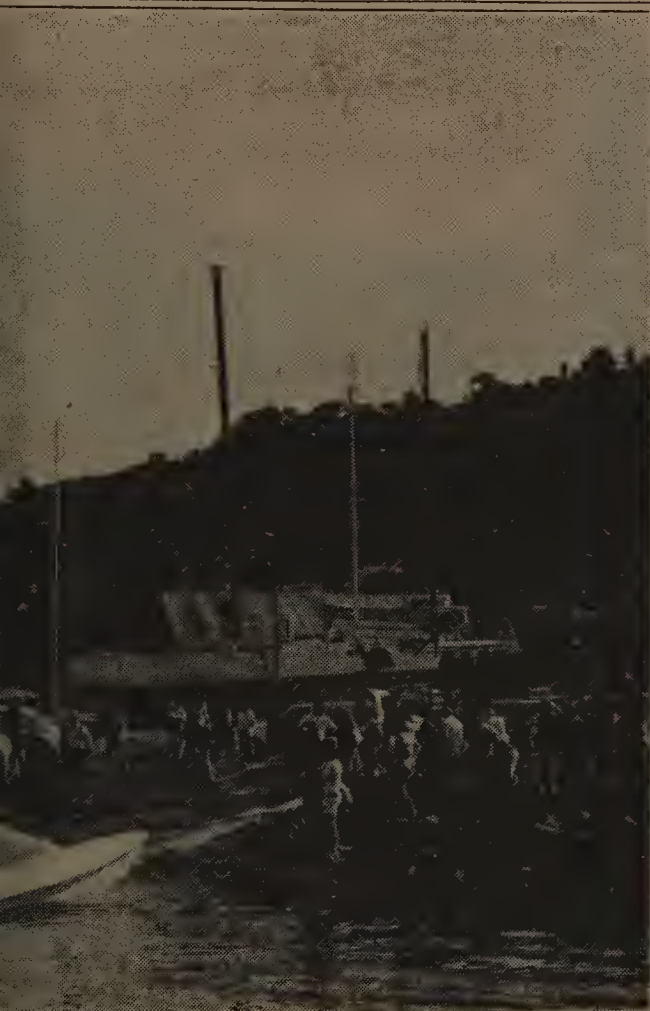
hail to

For all you royalty watchers, March 3rd will be a red letter day. Queen Elizabeth and hubby Prince Phillip will steam under the arches of the Golden Gate Bridge between 8:00 and 9:00 am aboard the H.M.Y. (Her

- cont'd

boat. He received a citation for bravery in volunteering as a rescue swimmer to assist the two victims of the *Kuhushan*. Fireman Frank Bohnet also was cited for his actions, spending nine hours underway and participating in saving five vessels.

We take our visors off to these guys!



LATITUDE 38/SHIMON

the beach

designed to compete in singlehanded ocean races such as the race to the Farallons, the TransPac, and OSTAR. It weighs about 4,000-lbs, has asymmetrical hulls with a lifting surface on the outside of each, and a water ballast system for keeping the boat upright. The "cabin" is a blue box, not unlike a coffin, placed on the crossbeams. To each his own, and lots of good luck.

the queen

Majesty's Yacht) *Brittania*. The English consulate invites boaters to come out and welcome H.R.H. with bunting and balloons, preferably ones red, white and blue.

cont'd center of next sightings page

gearing up - cont'd

lunches, one dinner and a special t-shirt. The folks to call are Rex Abbott, (408) 374-4935, Del Locke, (415) 724-5896, or Dennis Neary, (415) 531-2141.

And on March 26-27, it's the Berkeley YC's 11th annual **Wheeler Regatta** for PHRF entries. Last year 111 boats raced in four divisions. There will be two short races on Saturday and one long one on Sunday. Call Bobbi Tosse, 939-9885.

bad dope

In Volume 67 we published a letter from J.D. Verdick of Los Angeles, in regard to dogs and cats and the State of Hawaii. He'd seen a picture of Andrew Urbanczyk's cat, Cardinal Virtue, in Hawaii, and wondered why it did not have to be quarantined for the normal 120 days.

We consulted Andrew, who told us that the quarantine was only if you are going to bring your dog or cat ashore. He claimed that if you leave your pet onboard, there was no problem.

Just the other day J.B. Gill of the ketch *Mary January* wrote and said, "Andrew was just lucky. Somebody was looking the other way. The quarantine period is for 120 days — mandatory! The animal may remain aboard at anchor for 72 hours only!"

Mr. Gill went on to write, "Our three — yes three! — cats have cruised with us thousands of miles, but we wouldn't go near Hawaii on a bet."

Obviously either Mr. Gill or Mr. Urbanczyk was mistaken, so we started placing some expensive phone calls to Hawaii to get the straight dope. Mr. Urbanczyk, it turns out, was wrong.

Dale Niles at the Animal Quarantine Station tells us it makes no difference if your dog or cat comes ashore, it must be quarantined for 120 days — no exceptions! If you arrive by boat, the animal may stay on the boat for 72 hours so you may make arrangements to have it transported to Honolulu for quarantine. Not counting transportation to the quarantine center in Honolulu, bringing your dog to Hawaii will cost \$348; your cat, \$300.

(Birds may be brought to Hawaii, but you must bring an import permit and health certificate with them, or they too face 120 days quarantine).

Why 120 days? In a word, rabies. Hawaii is rabies free now, and they'd liked to stay that way, thank you. Rabies is very contagious, and undetected causes one of the most horrible deaths known to man. It's terribly painful even if detected, requiring as it does a series of 16 shots. Ten days before rabid animals die, they act normal and feel no pain; but they will bite everything — rocks, steel, people, other animals — that comes before them. The disease is transmitted by their saliva.

Mrs. Niles reports that back in the days before Captain Cook discovered Hawaii, "it was truly a paradise", with no termites, no Mediterranean fruit flies, no snakes, or many of the other pests common to the continental United States. After having these pests introduced by boat, Hawaii considered banning all cats and dogs to prevent the introduction of rabies. The people protested, so the World Health Organization was consulted for a proper quarantine period for the animals. They said 120 days, and that's how it stands.

We presume that all of us Northern Californians, having just had to spend millions of dollars to eradicate the Mediterranean fruit fly, understand that there is good reason for Hawaii's regulations. Consequently we assume that if you take your pets to Hawaii you will gladly abide by them.

And to Mr. Verdick of Los Angeles, we apologize for passing along some incorrect information.

if we had a big enough lever...

What do you do when you run your maxi aground? You get everybody

cont'd on next sightings page

SIGHTINGS

big lever - cont'd

you can find and put them out at the end of the boom to tilt the 81-ft hull to try and free the keel. That's what they did when Marvin Green's Pedrick-designed maxi *Nirvana* got stuck on the way into the Miami marina after finishing the St. Petersburg to Ft. Lauderdale race of the SORC. Although the crew was rather embarrassed, they redeemed themselves in the next race by taking 1st in class A for the Lipton Cup. They beat rival *Kialoa* by 28 seconds. Here's mud in your eye!

queen

You should be aware, however, that there will be a 200 yard security zone all around the 412'3" long *Brittania*, which has a beam of 55'. There will be US Coast Guard boats marking the security zone in case you have any questions. And what if you stray inside the zone? It's up to ten years in the slammer and a \$10,000 fine. Don't say we didn't



- cont'd

warn you. And if you go in waving an Irish flag, you were asking for it anyway.

The *Brittania* will be docking in San Francisco at 9:30 am. She'll attend a state dinner that night in Golden Gate Park and the following night she'll host President and Nancy Reagan's 31st wedding anniversary party. Sounds like a royal bash, what?



LOUIS KRIUK

cementing galley relationships

After several weeks as a novice first mate on our thirty-foot Tahiti ketch, one day I realized I'd overlooked a vital galley routine. I had never purged the sink drain to prevent clogging! Haven't generations of homemakers tended this ritual religiously, heeding the cleanliness/godliness admonition of their grandmothers? Even though a miniscule sink emptied faithfully with a swoosh, neglecting to pour magic crystals down its tiny gullet was traitorous to a New England conscience.

To avoid embarrassment of a possible dinner disaster, I whisked out a can of good old Blast-O, poured the required tablespoonful of crystals in the drain opening and sloshed it down with a cup of water. 'After 30 minutes', the directions concluded, 'turn on faucet and flush with cold water several minutes' Voila! Thanks to the marvels of chemical science I was now free to relax on deck for a half hour.

Pausing briefly at the companionway, I was entranced by a musical gurgle from the galley. At first it resembled the buzzing of the string section of a symphony orchestra pursuing 'The Flight of the Bumblebee'. Seconds later came the cursing crescendo of an operatic tenor threatening the villain who had seduced his ladylove. Then, as suddenly as the melodrama had started, it stopped. Aha! There's one sink that won't get plugged up tonight, I thought, continuing up on deck.

After intermission I returned below for the final act. Not having a 'turn on' faucet, I pumped and pumped. Instead of going down, the water had risen about five inches and there it sat. A flat calm. That's strange, I pondered. This was the first time the sink hadn't emptied unless stoppered.

Returning to the boat that afternoon, my husband was astonished by my efforts at maintaining a tight ship. The machinist responding to an S.O.S. to free the clogged line was also bewildered. Arriving at the same hour as our hapless guests, he probed the mouth of the sink with plumber's helper and snake, only to strike bedrock. He then opened the trap and placed a bucket underneath to catch the water. Not a drop fell.

After a hopeless attempt to disconnect the frozen trap joints, he returned tools to case and accepted a martini. His diagnosis: acute constipation caused by marriage of sodium hydroxide (found in many drain cleaners) to chemicals in salt water.

It took our machinist two days to free the do-it-yourself cement with an electric drill. He admitted this had been his introduction to the wonders of solid-state marine plumbing. If for no other reason, my noteworthy experiment demonstrated how easy it is to go down the drain the hard way.

— ruth jay scott

blood, guts and saltwater

Tired of your ordinary nautical lectures? If so, you might stop by the Oceanic Society, Building C, Fort Mason Center, San Francisco, on Monday, March 7th. On that night author Margot Patterson Doss will not present a lecture on "Our Friends the Seabirds", or "Turtles Are Where You Find Them", but on "Hell Ships of the South Pacific". Wow!

According to the Oceanic Society press release, Ms. Doss will "present her recent findings on keel hauling and mutiny in the South Pacific". There's a donation required, but who is going to mind with a juicy topic like this.

boardsailing news

If you're into boardsailing from the angle of the latest construction techniques and ultimate sailing conditions, then you already know about the Hawaii Pan Am Cup. Sponsored by Pan Am airlines for the past four years, this gathering of 200 boardsailors in Kailua on Oahu's east shore is the

cont'd on next sightings page

SIGHTINGS

boardsailing - cont'd

premier showcase for the sport. Four Bay Area sailors plan to attend this year's version, which runs from March 24 to April 3. El Cerrito's Steve Sylvester has been attending since 1979. He'll be joined by San Francisco's Gerry McDonald, who went last year, and rookies Bard Chrisman of Alameda and Diane Green of Palo Alto.

The rules of the Pan Am are pretty straightforward. You can only use one board during the competition, although you may use any number of masts and sails. The board can be of any design and construction.

Through a series of eliminations, the field of 200 entries is reduced to 60. This finals groups competes in at least three triangle races, an 18-20 mile long distance race, and something called "Ins and Outs". The latter is a hellish sounding affair much like a slalom ski course, only there are just two marks, one of which is set in the boiling surf. Racing in pairs, the contestants sail from one buoy to the other, and the winners go on to the next round. There's also a wind strength minimum for all races — it has to be blowing at least 15 knots for the boards to leave the beach. Sound tough enough for you?

All four bay area sailors are leaving early to get in some practice time. Steve Sylvester, who barely qualified for the top 60 last year, says the wind and wave conditions are unlike anything you could find here. "It's like riding motocross," he says. "You have to read the water and interpret what it will be like by the time it reaches you. At the same time you're moving over it very rapidly". Steve, a lab technician, and Bard, a sparmaker, plan to arrive in the first or second week of March and stay with friends in Kailua. Steve thinks he'll do better this year with a board he designed and built out of Clark foam. Bard built the Ken Winner-designed mast track for him. Bard built his own board too.

McDonald and Green will get there a little sooner. These two have teamed up on the design and building of their boards as well. Diane has degrees as both a naval architect and a mechanical engineer, and works as a consultant to a boardsailor manufacturer. Gerry, who works in real estate, has been building light, fast boards for a number of years. He's now using computer generated shapes to make ultra light boards in the 25 to 32 pound range, which is about half of what most other Pan Am boards weigh.

Diane is an accomplished sailor. She won the women's national doublehanded title in 1976. For the past two years she's won the women's division of the Bay Classic, the annual long distance sailboard race from San Francisco to Berkeley. In the Pan Am's they don't have a women's division, so she'll have to beat out 140 sailors of both sexes in order to become the first woman ever to qualify in the top 60. That would be quite a feat, but Gerry thinks she has a good chance at it.

Other boardsailing tidbits: There's talk of a big week of boardsailing on the Bay in early July. We can't give you many details, but the tentative plan is for a week long series of events on the San Francisco City Front with triangle racing, drag racing, wave jumping, and slalom courses, capped by the traditional Bay Crossing and Bay Classic races on July 9th and 10th.

Also in the wind is talk of a major stop on the pro circuit for boardsailors here on the Bay. This would involve major sponsors and include all the hot shots of the sport such as Ken Winner and Robbie Naish. It would be one of four such events that would comprise the pro tour. One other would be in the U.S., probably Hawaii, and the remaining two in Europe.

And finally, *City Sports* magazine, in their February issue, named Steve Willrich, a UC Davis design major, and Sally Sanford, a Palo Alto mechanical engineer, as the boardsailing athletes of the year for 1982. Both had great success in the one design Windsurfer class, and Willrich hopes to crack the pro circuit this years. Kudos.

beach buoy

While in Mexico in late January, Frank Dimarco Jr. took this photograph of a buoy on a beach (beach buoy?) at Mazatlan. The message is, he says, "Don't depend on Mexican buoys."

The United States Coast Guard would like to amend that to read, 'Don't rely on any single navigation aid, no matter where you are in the world'. While the U.S. does a little bit better job of keeping their lights and buoys operating properly than our amigos south of the border, double and triple checking is always in order, particularly after the bad weather we've had this winter.

more taxes

While the latest word from Washington was that boaters would soon benefit from the taxes we pay on fuel, it now seems that may be only partially true. Last December, Congress said up to \$45 million of the \$75 million annually collected in recreational boating fuel taxes would be dedicated to boating safety and facility development programs as set forth in the 1980 Biaggi Act. One third of that amount was earmarked for state boating safety programs, with the rest going for boating facilities development projects. But according to a February 1, 1983, press release from BOAT U.S., President Reagan and his administration plan to only give \$15 million for safety programs and keep the remaining \$30 million. BOAT U.S. is unhappy with this development and plans to put up a stink about it in Washington.

free classes for

The Spring Quarter at the College of Alameda begins on March 30th, and once again several popular courses in Nautical Science are being offered free.

There will be two classes in Coastal Piloting. The one taught by longtime favorite, Peter Jowise, will meet Tuesday and Thursday evenings from 7 to 9:30. Noted singlehanded Linda Rettie will be giving the same class during the same hours on Monday and Wednesday evenings. If some of you women have felt a little intimidated about entering the 'man's world' of navigation, Linda's class might be just the thing.

Peter Jowise will also teach a course in

pyramid 45



In another press release, this one from the National Marine Manufacturers Association, boaters and fishermen are encouraged to let state officials know how they want the money for boating facilities to be spent. This may be a little like asking a blind man what movie he'd like to go see. Then again, if the bureaucrats see that there's considerable interest, they may send that message along to Washington. So if you think you know where to put in a new launch ramp or dock facilities, write a letter to the Director, Department of Boating and Waterways, 1629 "S" Street, Sacramento, California 95814.

Also from Sacramento — the controversial luxury tax, which would slap a 10% charge on new and used boats over \$18,500 purchase price, has been shelved for the time being.

maybe the last time

celestial navigation on Monday evenings. This, however, is not a class for beginners, and presumes you have the fundamentals of celestial navigation down pat.

On Wednesday Peter teaches a class in seamanship, in other words, "all the things you should know before you head out the Golden Gate, and basic information for those getting ready to go on a cruise".

The number to call for further information on these classes is 522-7221. Mr. Jowise advises that this is an excellent time to take the courses because it may well be the last time they are offered free of charge. The budget crisis, and all that.

The new go-fast Chuck Burns 45-footer being built by Pyramid Boat Works is already on the way to setting a speed record of sorts. She is expected by her builders to be in the water and sailing by March 5th; only 79 days from lofting to launching.

Reason for the big rush, of course, is the TransPac. She has to be in ocean racing condition by March 15th to qualify. Her team of builders not only think they can make it, but some of them are muttering about an "Ano Nuevo shakedown" on the March 12th ocean race in Monterey. Commodore Tompkins has agreed to head the racing effort and, according to designer Burns, "supervise the deck layout, rig, sails, navigate and drive".

Apparently, after reorganizing his Pyramid Boat Works operation last spring, owner Dick Nolan decided to complete the 45-footer Burns had designed to the parameters of the previous management . . . and race it in the '83 TransPac. The hull plug had already been completed. Before they started laying up the hull, however, Nolan asked Burns if there was anything he wanted to change. Chuck responded by going home and drawing a new boat, this one also 45-feet long.

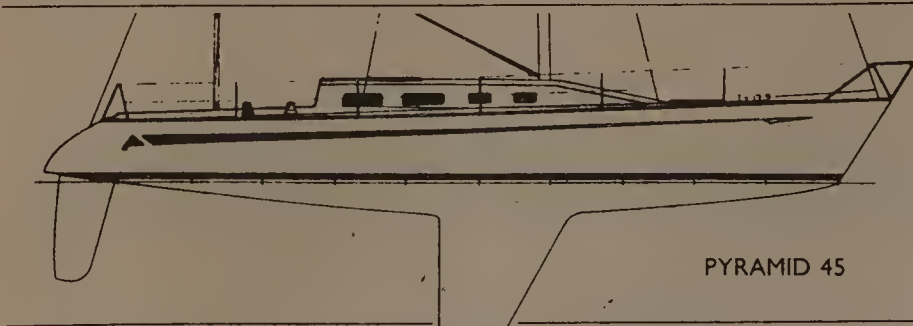
As Chuck puts it, "I was asked to design the first boat with no regard for the IOR rule. Just a Santa Cruz style ULDB downwind flyer". Chuck didn't feel that was a practical way to approach a prototype for what will eventually be a production boat, so he drew a boat that he feels can be competitive under the IOR rule, but still heavily slanted toward TransPac competition.

"With the new design," he says, "we came up with a boat that is one foot longer, but rates two feet less."

Were speed sacrifices made to get the rating? "Not really. We don't rate all that great. For example, we will rate about the same as *Bullfrog*, a 55-footer. We should go pretty fast in areas other than the San Francisco Bay, but would be at some disadvantage going to weather up here. I gave a lot of consideration to the new TransPac rule".

Arne Jonsson, boatbuilder for 22 years in his native Sweden and four years in the U.S., heads the production facility at Pyramid. He took one look at the proposed "modifications" to the \$15,000 plug he had just completed, and proceeded to cut it up with a chain saw. When the pieces were safely stowed in the dumpster, he began lofting the new 45-footer.

For Arne, building a quality boat in less than 90 days is the kind of personal challenge he has missed in the last few years. His drive and enthusiasm seem to be felt by everyone. On a recent rainy Sunday afternoon, workers hustled around the shop. Burns and Les Muttersbach (owner/builder of *Skiddoo*, a



new 30-foot Burns racer) laid out templates for the interior, and Jonsson was everywhere.

Can a boat of ocean-going integrity be built in such a short time? Jonsson says emphatically, "Yes". He adds, however, that "There are no beauty prizes in ocean racing". Muttersbach, who has gained something of a reputation for meticulous construction, wishes there were more time to give attention to the finish, but he too feels that no compromises have been made where strength and seaworthiness are concerned.

Chuck Burns said it for everybody. "The attitude is here. Everyone's enthusiastic, everybody's working his ass off, and the *Kharma* is right".

— del brandstrom

SIGHTINGS

they're off!

February 19th saw 18 boats hit the starting line for the 6th biennial Marina del Rey to Puerto Vallarta race sponsored by the Del Rey YC. Under sunny skies with 15 knot winds, Jim Feuerstein's Santa Cruz 50 *Tribute*, jumped to an early lead. *Jump Up Charlie*, an Ericson 38 owned by Charles Valentich of Buccaneer YC had to return to port to repair the result of a collision by port tackler *Panther*, a Swan 48. After 12 hours of feverish repair, *Charlie* resumed the race and has been making good time. She will reportedly ask for redress after the race is over.

By three days into the race, *Tribute* was 500 miles down the line. Division leaders were: Div. A — *Magic Touch*, Div. B — *Yaturko*, Div. C. — *Aquarius*.

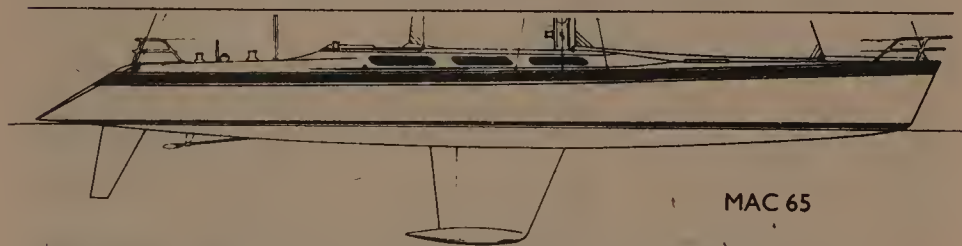
Bay Area entries include: John Williamson's *Pericus*, SFYC; Ray MacDonald's *Esprit*, NPYC; Roy Raphael's *Magic Too*, RYC (standing second in class and second overall on February 22nd); and Dr. John Tysell's *Kindred Spirit*, RYC.

the last of the season

The last Mexican race of the 1982-83 season is Newport Harbor YC's Newport to Cabo San Lucas Race. The race starts on March 19th, and some 55 entries have expressed an interest in the race.

No doubt the most watched boat will be *Charley*, Nolan Bushnell and Joe Keenan's smacking new ultralight Holland 67. But the old guard is not about to let her go after the silver unchallenged. Sandy Purdon from the San Diego YC has entered *Merlin*, Bill Lee's multi-record holding 67-footer. Another great off-the-wind boat, the Spencer 62, *Ragtime* has also been entered, by Trish Durgan and Libby Myers of the host Newport YC.

Also scheduled to make it's debut and threatening for first-to-finish honors



is *Anthem*, Roger MacGregor's brand new production ultralight, and the first of the MacGregor 65-footers.

Northern Californians who have expressed interest in the race include: Allen Olinger of the St. Francis YC with *Lineale*, a Swan 431. Stewart Kett of the Santa Cruz YC with *Octavia*, a Santa Cruz 50. Irv Loube of the St. Francis YC with the Frers 46, *Bravura*. Frank Kawalkowski of the St. Francis with *Azure*, a Swan 441. Dave Fenix of the San Francisco YC with the Peterson 55, *Bullfrog*. John Merrill of the St. Francis with *Race Passage*, a Swan 44. Chuck Winton of the San Francisco YC with the Nelson-Marek 41, *Chimo*. Frank Vaughan and Skip Gaskill of the Stockton Sailing Club, with the Santa Cruz 40, *Apparition*. And David Denning of the Richmond YC with the Cal 40, *Montgomery St*.

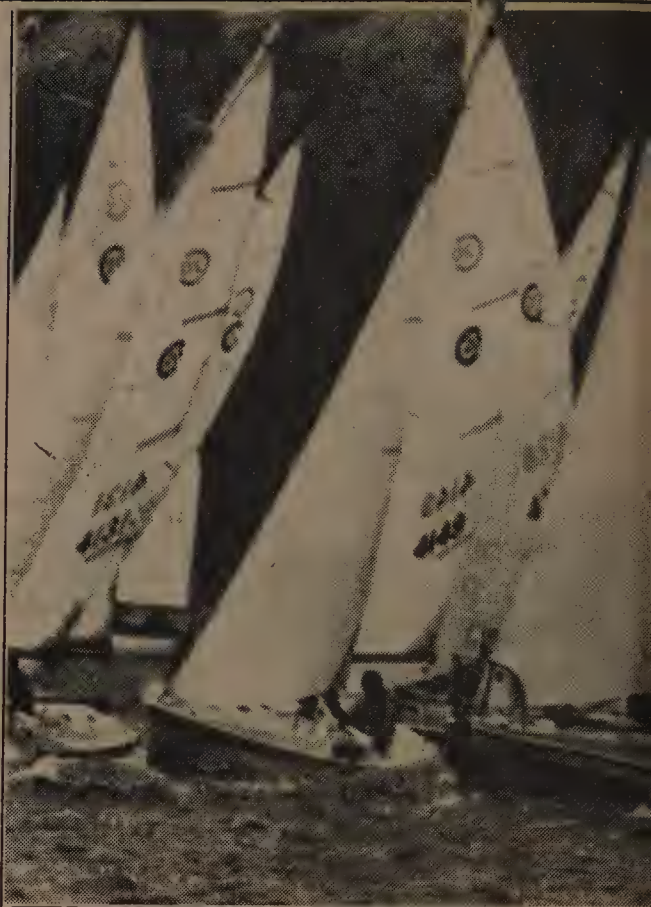
pier 39 breakwater

The long sought after permanent breakwater at Pier 39 in San Francisco may yet become a reality. The floating tire breakwater, which went in with the 320-berth marina in 1978, has proven to be more of a liability than a protection against wind and seas, especially during Winter storms.

The obvious obstacle in getting a concrete barrier built was \$6 million, but it now appears the owner of Pier 39 have found a way. They're selling their berths.

Present renters will have a first shot at them, and in the spring there will be

cont'd on next sightings page



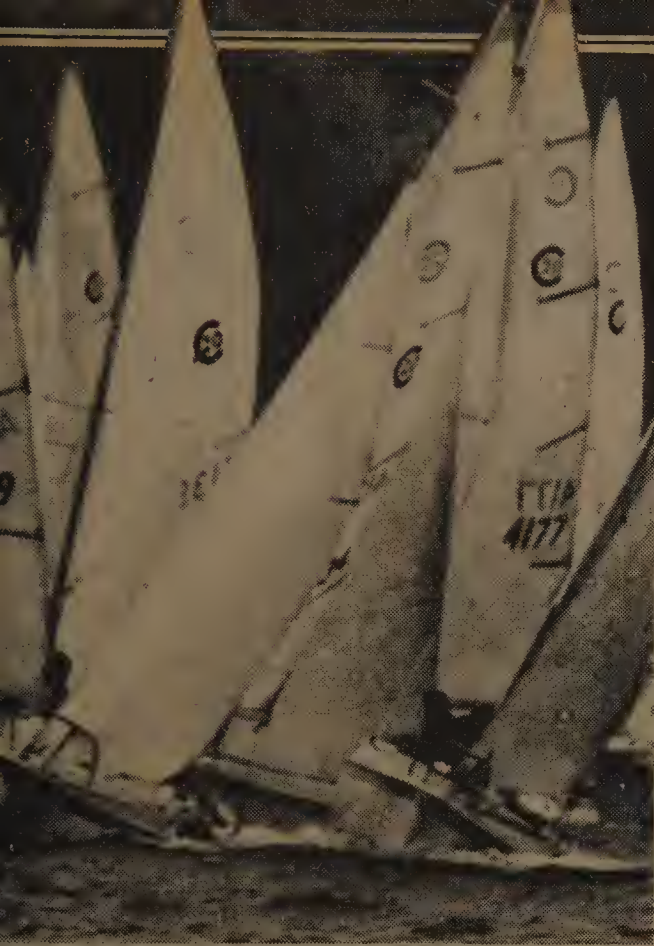
roaring

On March 25th, all current and past Cal 20 owners and friends are invited to a Roaring 20's Reunion to celebrate two decades of hot blooded racing on the Bay. In 1963, ten of these stubby, flush decked newcomers entered the Vallejo race. Within five years they crowded the YRA starting line with up to 60 boats! The first national championships were held here with 50 boats from the U.S. and Canada. No spinnakers were used for

camellia

It's Camellia Cup time again, the annual gathering on Folsom Lake (25 miles east of Sacramento) for a weekend of racing and socializing in the Sierra foothills. Last year 323 boats took part, the fifth time in a row the number has topped 300! Entries come from as far away as Oregon, Nevada and Arizona, as well as strong contingents from the Bay Area, Santa Cruz, Fresno, Redding, Stockton and Lake Tahoe. Boats range from Olson 30's and Express 27's down to Lido 14's and Lasers, with big numbers in the Catalina 22 fleet (38 in 1982), Santana's 20's (21 in 1982), Hobie 16's, and Moore 24's.

You don't have to be a local to win the overall Camellia Cup. In the past 17 years, out-of-towners have won ten times. The winds can range from zephyr to squalls, sometimes within the same leg of the course. It happened last year.



COURTESY OF KATHRYN ACOMB

20's

that series, a rule that now applies for the boats as they race in the SYRA.

The special dinner and live entertainment to mark the 20th anniversary will be at the San Francisco YC. Reservations are a must as space is limited. Call Ed and Janice Still at 435-4737, or Jerry and Betsy Leth at 435-4874, and let them know you're coming.

cup

There are some changes for this year's event. There will be five races with one throw out instead of the usual three. There will be trophies for each division champion: open keel, centerboard, multihull and sailboard. And this year will include sailboards for the first time.

The Camellia Cup sponsors pride themselves in running a first class regatta and offering generous helpings of hospitality as well. Saturday night features a huge feed at the Folsom Community Center, and for diversion you can check out Old Town, an eight block area in Folsom that's much like it was in the 1880's, with plenty of shops, eateries and even a stand-up comedy club.

For more information and registration forms, contact Bob Wilcox at (916) 447-2009, or Mike Doyle at (916) 363-0489.

breakwater — cont'd

an auction to sell off the rest. The auction method of selling is being used because all the berths must be sold at once — or else another plan has to be developed.

The advantage of owning your slip, say the folks at Pier 39, is having a permanent place to park your boat and not having to worry about rent increases. For more information, call (415) 397-9610 or (800) 874-0435 (California residents only).

islands of the bay 1st in a series

We don't know exactly what it is, but everybody — ourselves included — seems to want to "sail to the islands". And the farther away the islands the more alluring they are. For example, the Society's are better than the islands of Baja, which are better than the Channel Islands, which are better than the islands of the Delta, which are better than the islands of San Francisco Bay.

That's right, the islands of San Francisco Bay. You perhaps immediately only think of Alcatraz and Angel Island. But — oh yeah! there's Treasure Island, Yerba Buena, Brooks Island, and a whole bunch more. In fact right off the top of our heads we can think of 14 big ones, and a few more Mickey Mousers.

The first in our series, pictured here, is a genuine Mickey Mouse of an island on San Francisco Bay. In fact we weren't certain it was an island or not until we checked the dictionary, which conceded that an island "is a body of land surrounded by water, smaller than a continent". The definition fits. Except at high water then the 'island' slips beneath the surface of the bay.

This island, which for obvious reasons we're calling Three Bird Island, is also known as Alcatraz Rocks, and is located about 150 yards west of the north side of its namesake. Although it has its own navigation buoy, not everyone pays attention to it. More than a few boats have hit the island and sunk; only a few years ago a lavish motorcruiser from Newport Beach ripped her belly open on its jagged edges.

Like Pitcairn, Three Bird Island doesn't have much to offer in the way of anchorages. Except in the calmest weather, visitors are wise to leave someone powering around in the big boat and take a dingy to shore. Skippers who have tried to take shelter in the island's lee against the prevailing westerly winds and swell of summer report that it offers little protection.

There are no stores, hotels, chandleries, supermarkets or post offices on



the island. But then there's no immigration, no customs, and no quarantine either. Fresh water is available only in very limited quantities and only during the torrential downpours of winter.

Hiking, scrounging and sunbathing are the most popular activities on Three Bird Island. None is very tiring. A lazy sailor with a big beer belly can pick the island clean and traverse its entirety seven times in half an hour.

Three Bird Island; not a great island, but not very far away either.



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27'	CAL 2-27, race		28,500	41'	IRRATIONAL, Peterson cstm ...		167,000
30'	OLSON, (4),	from	27,000	43'	SWAN		116,000
31'	OOH NO! PETERSON ½ Ton..		44,000	45'	MULL, N.2 45, BAD HABITS ..		170,000
33'	TARTAN 10, (2)	from	33,000	48'	ANNABELLE LEE, Peterson cstm		300,000
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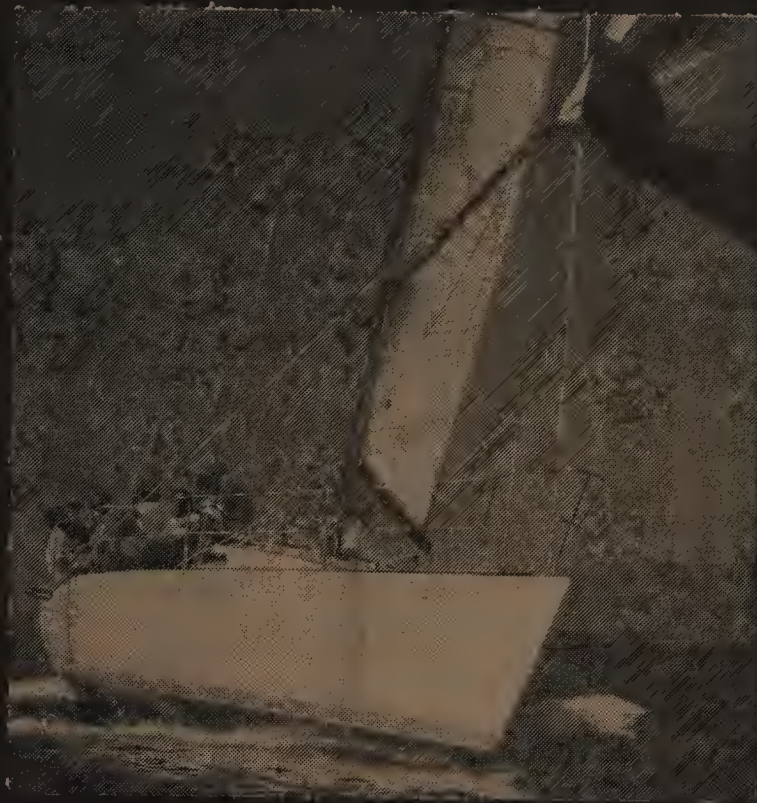
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SATISFACTION

In the coverage of local boatbuilders a while back, *Latitude 38* somehow missed my 'yard' in Richmond. I can't imagine how, unless of course the garage surrounding it hid it from view. Be that as it may, *Latitude 38* also missed the construction, launching, and successful first race of *Messalina*, a Jack Holt 'Streaker'. It was my first boat to roll out of 'production'.

It all began after learning to sail at the Cal Sailing Club planted the seed of desire for "my own" boat. Soon I found myself spending non-sailing evening hours sifting through literature from England, the U.S., New Zealand, and Australia on boat design and building techniques. I examined designs ranging in size from 8-footers to "world cruisers", evaluating each in terms of my money, skill, and time available. (I dabble in architecture during those restless daylight hours to make ends meet).

Eventually my senses of fantasy and reality began to converge. I decided that starting from scratch would be too hard, and that at present the time/money commitment for a 30-footer would be excessive. When I finally saw an ad for a Streaker kit, sort of like a wood version of the Laser, I had an inkling my boat had come in.

The Streaker propaganda promised all the materials, fittings, spars, and sail. But the part that really stole my heart was when I read that I could have a boat that planed to weather like a 470 after just 70 hours of con-

I wanted perfection, but I also wanted to take the boat on my vacation.



Michael Sheats; sailor, turned boatbuilder, turned sculptor.

struction. Sign me up!

Having made my selection, I couldn't wait to get down to business. So I had the kit shipped air freight. Besides itching to get to work, I was determined to take the boat up to Echo Lake for my summer vacation. Since the brochure assured me completion would only take about 70 hours of construction, I had plenty of time. Then I discovered how slow air freight can be. It was just a month before my summer vacation when the kit finally arrived, and I still had to fool with architecture during the day!

The kit was packaged in a 6-inch by 4-foot by 7-foot box. This was full of pre-cut plywood and mahogany parts, a smaller box of fittings, a box of fiberglass resin and varnish, and the mast and boom in a single long roll. I was overwhelmed. Although there were only about 150 parts, it appeared to be a thousand in the eyes of a man who was determined to take the finished product to Echo Lake in just 30 days. Who would have ever thought simple boats have so many parts?

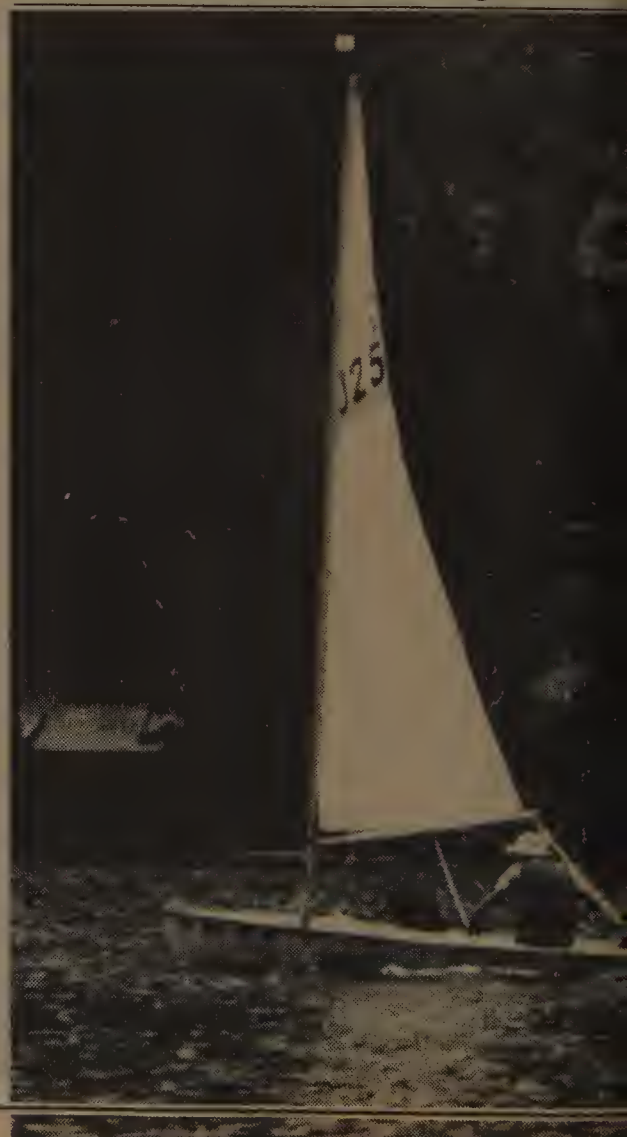
That wasn't the full extent of the problems. The instructions were worded peculiarly; as though they'd been translated into Japanese and then back to English again. The draftsman was no doubt a schizo; some

measurements were metric, others given in inches. And right away I knew I'd need to buy more tools.

Every boat manufacturer, even one working on his first hull, knows more about boatbuilding than the designer. Accordingly I decided to use West System epoxy rather than varnish to seal everything. This was a lucky move, for the local supplier is Richmond Boat Works, where I not only got epoxy but a lot of good information and encouragement as well. Fledgling boatbuilders can use more of the latter two than the former.

After completing my first project — the assembly of the daggerboard trunk and the keelson — the instructions began to make a little more sense and I began to get the hang of boatbuilding. I wasn't ready to bid on the next *Kialoa* yet, but my learning curve was going up along with my self-confidence. I could smell the pine-scented breeze drift across Echo Lake.

Up until this time I'd continued right on



sailing the Bay. But as I became fully immersed in the boatbuilding project, my architectural practice became such a distraction I had to give up sailing altogether. In fact, a number of my friends, in order to remain my friends, had to give up sailing altogether, too. With their help, *Messalina* began to take form. The bulkheads, which slotted into the keelson and longitudinal supports like an eggcrate, established the shape of the hull. After reinforcing and fiberglassing the joints, I was ready for the hull skins. As the flat plywood bottom turned a fair curve at the bow, I knew I was building the right boat. It became a thing of beauty; and I, sailor turned boatbuilder turned sculptor.

The woodworking progressed very quickly, but the sanding, finishing, and epoxy sealing took a long time. I wanted perfection. I also wanted to take the boat on my vacation. The desire to have both of these caused the first serious mistake. I got hasty, and one too cold morning tried to put the final saturation coating on the deck and cockpit. The damn stuff wouldn't set up. Never rush a



Above, the Streaker's lines. Below, beating the Sunfish fleet on Echo Lake.



boatbuilder!

I consulted with Mike at Richmond Boat Works, and upon his advice applied heat. The surface became tacky, so I put the boat out in the sun during the hot afternoons. Very slowly the improperly applied epoxy began to set. At last the painting could be done and the hardware installed. *Messalina*, the first offering of the Michael Sheats and Friends Boatyard, was finished just one half hour before I was to leave on my vacation. How convenient, I still had time to pack.

The next morning Echo Lake was still, allowing me to rig my boat and not miss any wind. In due time the rudder, daggerboard, and hull touched water for the first time and the mast reached for the pines. The sail unfolded stiff and creased, but slid easily up the track. *Messalina* looked beautiful. The sculptor was pleased, the boatbuilder swelled with pride, and the light wind beckoned the sailor.

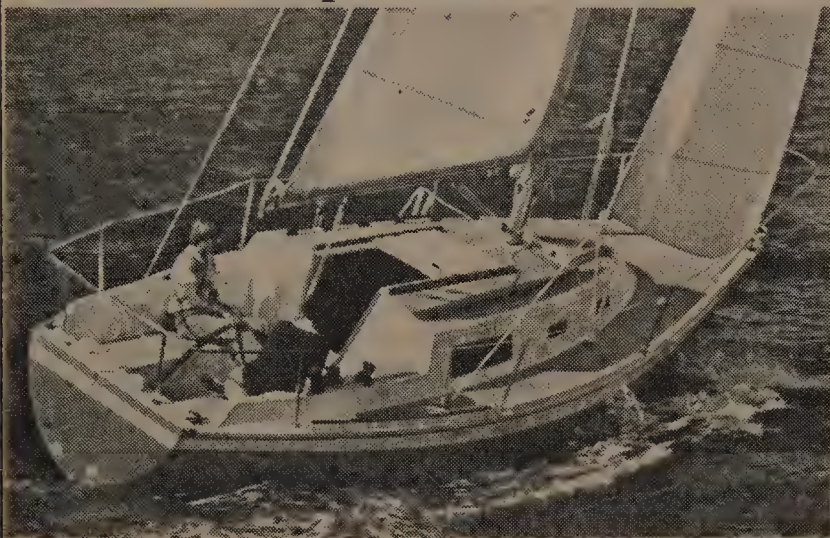
Casting off we gently heeled over and slowly tacked up the rocky channel. The 'object' had come to life, and I reclined in the cockpit, content to watch the sail fill and find its shape. Even in light air we were moving fast. Bam! Right onto a rock. There was a big dent in the leading edge of the daggerboard and the first of several sawtooths in the trailing edge. The bottom had a nasty scrape, but the epoxy layer appeared unbroken. Just minutes old, *Messalina* had had her virtue dented, but not penetrated.

She sailed very well for the remainder of the two weeks. As advertised, she not only planned to windward, but was fast and exciting to sail. We did very well in the informal regattas against the local Sunfish fleet and even had our first "death roll" during a wind plane before the wind.

Now an experienced boatbuilder, I can report that sailing and boatbuilding are mutually exclusive. Builders make boats and sailors break them. Vastly different activities, they both provide immense pleasure, making it difficult to choose between the two. Having done both with the same boat is perhaps the best. For as I learn to sail *Messalina*, I can vividly remember each step of construction. I picture each part separately as the whole boat breaks onto a plane, knocking the spray flat, the boat and sailor as one. "Dance, *Messalina*, dance," I shout to the wind.

— michael sheats

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Sea Scout Division
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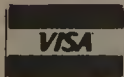
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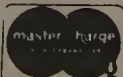
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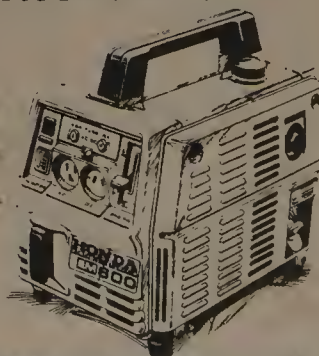
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A SAILOR'S GUIDE TO THE SEA OF CORTEZ:

The Sierra de la Giganta is the predominant geographical feature of the 75 mile run of coastline from La Paz to Bahia Agua Verde. Along this coast, the craggy steep spine of the peninsula is butted up against the sea. Sudden winds often gallop down its arroyos.



Folksong sails past El Solitaria, the 115-ft rock pinnacle guarding Agua Verde.

In the summer, white clouds rise up like mushrooms over its peaks. Its 2,000 foot escarpments make you feel like a Lillipution sailing through the primeval realm of King Kong.

No roads here, just footpaths. And the small villages and ranchos scattered along the coastline leave a soft imprint on their environment. Except for a few drunken aberrations, the people who live in the shadow of these mountains are polite and quiet. They will shake your hand limply, talk to you in soft voices. Their stoic character has been forged from a tradition of self-reliance that stretches back for centuries.

From the anchorage in La Paz, look to the northwest and you will see the hazy outlines of Monte Mechudo, a 3,672 foot peak. Three-and-a-half miles due west of this peak is Cabeza Mechudo, a 300-foot cliff that marks the NW end of Bahia de la Paz and the beginning of this mountainous coast.

A small cove exists on the northern side of Cabeza Mechudo, where you can find good

protection in southerly weather; it is wide open to the north. A rocky reef extends out a short ways at the southern end of the cove, from the base of the red cliff. You can anchor in 2-3 fathoms over a bottom of hard sand. There is good diving south along the bluffs and a nice beach ashore. But a better overnight anchorage can be found 4-1/2 miles to the NE on Isla San Francisquito.

Isla San Francisquito is small, barely 1-1/2 square miles. Yet its secure anchorages make it one of the most frequent stopovers for boats navigating the coast. There are no inhabitants on the island, except for wood rats and lizards. Neither is there water on the island, except for what is found in tinajas, which are natural rock basins that are often found in steep canyons. The larger tinajas are capable of holding a reservoir of rain-water through several dry seasons. Should the need arise, they are a good source of emergency water.

At the SE end of the island, a rocky head rises 300-ft and is attached to the rest of the island by a long low-lying neck of land, edged by a long run of sandy beach on its southern side. You can anchor off this beach in 1 to 10 fathoms, and find excellent protection from north winds. Biting gnats, or "jejenes", inhabit this area and often times group together to attack sailboats. Unfortunately, they are most active at sunset.

When southeast winds are blowing — during the summer months — go to the other side of the island. Watch out for off-lying rocks on both the northern and southern sides of the island. You can anchor abreast the wooden shacks behind the sandy beach that lines the NW side of the island. Conch divers who work the shallows offshore frequently set up camp on this beach. If you anchor off this beach, be careful of the rocks that extend out about 30 yards from shore. This anchorage is vulnerable to the local west winds that sometimes blow off the mountains in the summer months.

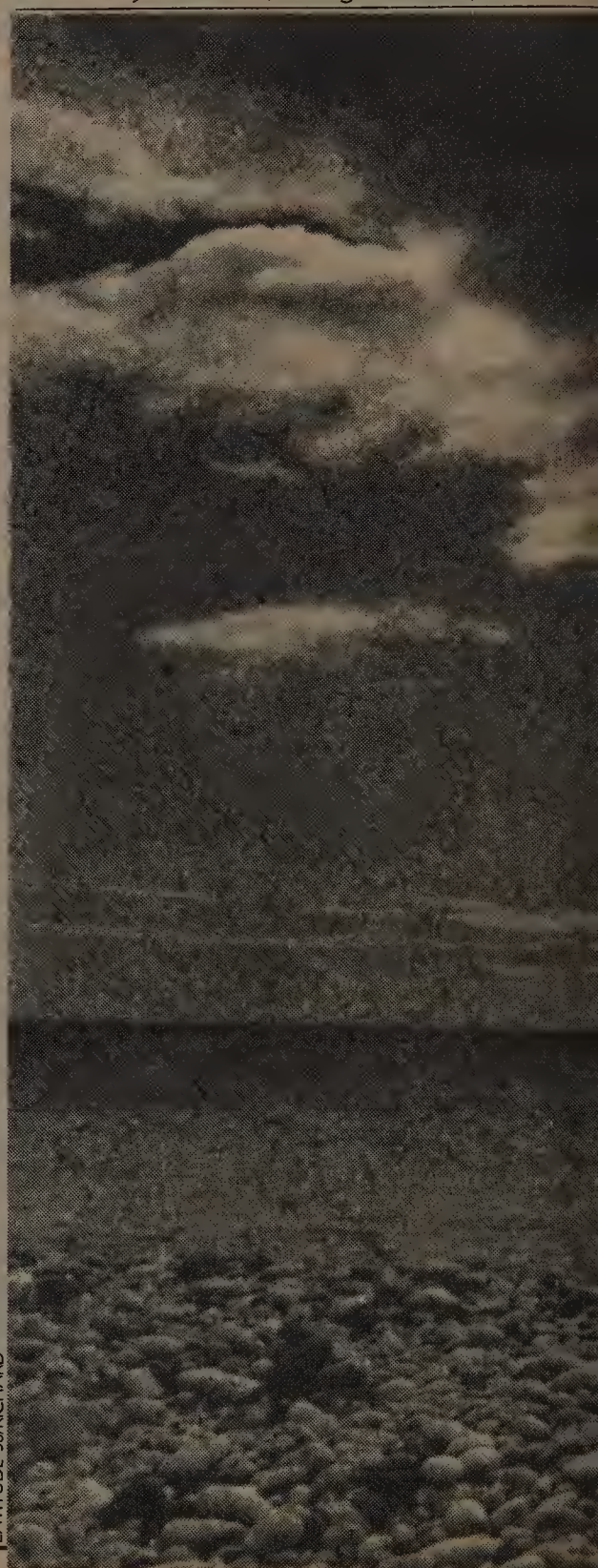
A bit of local Mexican forecasting: when the southeasterly wind dies in the evening, and there is rain in the mountains, a strong west wind will blow. One life-long resident of San Evaristo told me that the west wind was a sign of good weather. He said

PHOTOS BY CHARLES KULANDER

except where noted

that it blows away the local chubascos, called "Toros", or "Toritos", which can afflict this area during the late summer months.

Three-quarters of a mile north of Isla San Francisquito is Isla Pardito, sometimes known as Coyote, a rocky islet 40-ft high and scarcely an acre in size. Nonetheless, some 30 members of the Cuevas family live here. Needless to say, it is a very compact community of homes, storage facilities, and



LATITUDE 38/RICHARD

LA PAZ TO AGUA VERDE

even a recently-built church. They fish, hunt shark and turtle, and dive for clams. The children go to school in La Paz, living with the extended family there, and most return to work and live on this islet. Thus goes on this extraordinary settlement.

Anchorage can be taken on either side of a rocky reef that extends westward $\frac{1}{3}$ -mile from this islet — 2-4 fathoms over a sand bottom. The diving along this reef is perfect

for snorkeling, and is alive with varied swarms of tropical fish.

A mile to the north Isla Pardito lies the southern end of Isla San Jose, a 19-mile long island that once was the prime pearling ground of the Gulf. Pericue Indians lived on this island till 1750, and they left behind the

Viewing Isla San Francisquito from the rocky point at Bahia Amortajada.

largest shell midden site in the Gulf at Bahia Amortajada.

Although there are plenty of spots to drop a hook along the western side of the island, most boats spend their time at Bahia Amortajada, which is the southern embayment that looks like a spur on your chart. This is an excellent anchorage in most wind conditions. In southeast winds, this bay resembles a lake, and is the best place to ride out any strong weather from this direction. Even in north winds, Salinas Point at the NW end of the bay provides good protection. Isla Cayo,



THE SEA OF CORTEZ:

a small islet 1-1/2 miles west of the bay (home for breeding murrelets and fish-eating bats) also buffers the seas to a certain extent.

The beach at Amortajada is extremely steep in some areas, sounding 2 fathoms 10 yards from shore, while in other portions such as off the estuary it is quite shoal. The bottom throughout is mostly sand.

Ashore, just south of the estuary, there are cobbled terraces fronted by a pebble beach which farther north turns to sand. The bird-life is prolific here, especially if you take your

dinghy half a mile up the estuary to the lagoon. Depending on the time of year, you can see waterbirds of just about every species known to this part of the Gulf: herons, ibises, oyster catches, dowitchers, egrets. The mangrove island in the lagoon is a breeding place for many birds, including the San Lucas Blue Heron. When a hurricane threatens, the

A Mexican conch diver extracting the meat from the shell the old-fashioned way.

fishermen from Pardito take their pangas up this estuary to anchor in the mangroves.

Between the islands of San Jose and San Francisquito to the east and the mainland of the peninsula to the west lies the narrow corridor of Canal San Jose. It is 20 miles long, and averages 4 miles wide. Most boats navigate through this channel instead of to the outside, where you can expect to run into heavier seas. Tidal currents move through the channel at 1 to 3 knots. At night, or in heavy weather or fog, favor the western side as there are no off-lying reefs or rocks along this coast. If the weather is heavy on the nose, there are plenty of anchorages on both sides of the channel to run to.

The best anchorage in the channel for small boats is in a cove immediately south of Punta San Evaristo, 7-1/2 miles NW of Cabeza Mechudo. When entering this cove, keep to the middle of the entrance. The southern point has a short extending reef while the northern point is surrounded by shoal water. The southern part of the cove provides all-weather protection but it is quite shallow, averaging 1 to 2 fathoms. The deeper northern part of the cove is susceptible to southerly weather but gives excellent protection from the north.

On the northern side of Punta San Evaristo, you can find protection from SE winds by anchoring off the village. About 60 people live here at San Evaristo. Most are self-employed as fishermen though some work at the salt evaporation beds that lie just behind the beach. A supply boat calls here about twice a month to pick up the salted fish and to sell provisions. Subsequently, there are no stores here. There are two wells located in the village but both are brackish.

Five-and-a-half miles NW of Punta San Evaristo, and 1-1/4 miles south of Punta Nopolo, there is an anchorage indented in the coast where a large arroyo cuts down from the mountains to open on the shore. Here you can find a little protection from the seas by anchoring close in on the sand bottom. The name of the settlement here, Nopolo, an Indian word meaning "black pearl", is painted on a small cliff on the south side of the bay in faded white letters, just in case you're lost.

Up the heavily-wooded wash here, frequented by jays, thrashers, cardinals, and



wrens, there is a freshwater well. But it, like most along this coast, is brackish. At many of these dry arroyos, shallow wells are dug near the seashore. Any subsurface flow in the stream bed is stopped and forced up to sea level by the heavier water seeping through the sand and gravel from the sea. While the water is often brackish, it is usually drinkable.

Two miles to the NW of Nopolo, you will see a steep cliff that rises to 500 feet. It is known as Los Burros. Mexicans often call it El Rincon. You can anchor off a steep arroyo on its northern side and find good protection from SE winds. The beach is very steep and rocky. The rocks extend in the water for 50 to 75 yards before turning into sand. You can anchor in the sand in 4 to 6 fathoms. The diving in this remote spot is unexcelled, the bottom rich in sealife. There is a settlement of about five families, also called Los Burros, located just north of here.

Three-miles to the north of Los Burros is another point called Los Dolores. Just beyond it you will see a date grove and a palm stand that surrounds the venerable Rancho Dolores, a ranch that dates back to the early 19th century. This ranch was established on the earlier site of a mission, founded in 1721 by the Jesuits. Although the mission was soon abandoned for a site farther inland, the ranch that took its place soon grew in importance as a shipping and supply point for ranches in the interior. While having declined as a trading center — often times only a caretaker stays at the ranch — there are still harvests of mango, date, fig, lime, and orange. If you need water, this is the place to get it. It rushes out of pipes, lies in reservoirs, it is shuttled around in irrigation ditches; all of it clear and sweet. You can anchor off the beach in front of the ranch in 1-1/2 fathoms over a sand bottom. There are rocks 50 to 75 yards offshore with at least depth of 5-feet.

Going north from Los Dolores, you can coast to the inside of Isla Habana and Roca Negra. But stay outside of Rocas Morenos, which lies between the two islets about half a mile from shore; a reef makes off 1/4-mile in a SE direction from its largest rock.

North of Roca Negra, the coastline cuts back to form Bahia Tembobiche. You can find fair protection from northerly winds in this bay, near the lee of Punta San Telmo.



The inventory is modest at Bahia Agua Verde's two-shelf grocery.

Anchor near the entrance to the lagoon which is located at the north end of the bay. Less than two miles to the south there is a fishing settlement near a large two-story house, long since abandoned.

You can find protection from south winds as well as northerly blows as Puerto Gato, which is located on the other side of Punta San Telmo. But be careful when you enter this uninhabited cove, as it is encumbered with reefs. Enter on a westerly

heading into the middle of the cove (if anything, favor the northern side). Do not turn north or south until you are well inside. You can anchor behind either the reef on the north side, or the one on the south side (there are actually two reefs on the south side, and you can anchor between the two). In brisk SE winds, Puerto Gato is not a pleasant anchorage. But a friend of ours sat out three days of a norther here with few complaints.

From Puerto Gato, you are 11-miles from Isla Santa Cruz, and 15 from Isla San Diego. Both of these islands are seldom visited except by native fishermen. Isla San Diego is a volcanic uplift measuring a mile long,

THE SEA OF CORTEZ



722-feet high. You can anchor a mile from the SW point. Isla Santa Cruz is the larger island, 3- $\frac{3}{4}$ miles long and 1,500-feet high. We have not yet visited this island, but the *Coast Pilot* states: "its eastern face is inaccessible, consisting of high bold bluffs from 300 to 1,000-feet high. Its northwest part terminates in a sharp point. On the western face it slopes at an angle of 45° to the shore. The only landing place is at the southwest extreme, where there is a short stretch of gravel beach."

If strong north winds are blowing, a fine anchorage can be had at Bahia San Marte, just south of Punta San Marcial and less than 12 miles north of Puerto Gato. The head of this bay only sounds one fathom till 75 yards offshore, but then it gradually deepens. There is good shelling ashore: olives, cones, sea buttons, and assorted bivalves.

If you are coming from the SE in calm weather, and you do not wish to go the long way around the reefs and San Marcial Rock on your way to Agua Verde, then stay close inside and steer for the beach of San Marte. When you are just off the beach, round the NE point giving it a clearance of about 40

Looking down upon the splendid white sand anchorage at Isla San Francisquito.

yards. At low tide you can see an exposed reef awash less than a quarter mile offshore. But there is another reef just below the surface about 100 yards off this NE point. After passing between the point and this nearby reef — assuming that a fisherman has not strung a gill net across this gap — you can make Agua Verde by staying about 75 yards offshore while skirting along Punta San Marcial.

Agua Verde lies about 2- $\frac{1}{2}$ miles west of Punta San Marcial. In 1956, a Spanish pearler gave Agua Verde its name; it is easy to see why. The sandy beaches scalloped into the coast reflect every hue of green. Before the Spanish arrived, Agua Verde represented the northern territory of the Guaycura tribe. These Indians left about 90 ochre-colored handprints that you can still see today adorning the front of a cave a mile west of the bay.

About 100 people live in the wide arroyo that empties out into Bahia Agua Verde. Most of the men fish with nets, and take their

catch north to the fish trucks that park at Ensenada Blanca. The children and dogs tend flocks of goat that forage along the steep hillsides. There is a two shelf grocery store here, but don't expect to reprovision. There are a couple of wells that are mostly brackish

There are four beaches off which excellent anchorage from southeast winds can be had. Take your pick. But in NE winds, there is only fair anchorage off one small beach on the NW side of the bay. If anchoring there, be careful of the reef that extends out 40 yards in a SE direction from the 100-ft hill that guards the NW corner of the cove. Also, near the middle of this cove a rocky pinnacle rises to at least a depth of 9-ft. Be careful not to snag it with your rode.

From Agua Verde, the coastline stretches haphazardly 45-miles to Loreto. Off this blue coast you can count on five islands: Danzante, Carmen, Monserrate, Catalana, and Coronado. Next month we will close this series in this region, an area that encompasses some of the most beautiful anchorages to be found in the Gulf.

— charles kulander

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THE LATITUDE 38 INTERVIEW

BOC CHALLENGE AROUND ALONE RACE

DAN & PAT BYRNE

Dan Byrne, inset, and his Fantasy.



CHRISTOPHER CUNNINGHAM

Pat Byrne is the wife of Dan Byrne, 53, a former editor of the Los Angeles Times and one of ten remaining contestants in the BOC Challenge Around Alone race. A fleet of 17 singlehanders started this 27,000 mile endurance contest August 28, 1982, off Newport, Rhode Island. Dan is racing his production Valiant 40 Fantasy, a "cruising" yacht in a fleet of mostly custom racers. But like the proverbial tortoise, Dan and his heavy, sturdy boat are gaining in the war of attrition against the faster, lighter "hares".

Dan placed 12th out of 16 on the first leg from Newport to Cape Town, South Africa. The most notable casualty during that leg was David White's \$250,000 Gurney 56 Gladiator, which crumbled its forward bulkhead shortly after the start. White put into Florida for repairs and rejoined the race, making good time to Cape Town. He tried to catch up to the fleet, which had already left for Sydney, Australia, but again encountered troubles and withdrew. The women are gorgeous in Cape Town.

The second leg, 6,900 miles across the Roaring 40's of the Indian Ocean, saw several more casualties. Tony Lush's cat-rigged Hunter 54 ketch, Lady Pepperell, took a violent roll and had to be abandoned. Desmond Hampton, sailing Gipsy Moth V (the last boat owned by legendary singlehander Sir Francis Chichester), slept through a wind shift in the treacherous Bass Strait between Australia and Tasmania, putting his boat on the rocks. It was a total loss.

Dan, who's only prior long distance solo race effort was the 1980 TransPac, had troubles of his own. The following account is a phone conversation we had with Pat on February 10th, 3½ weeks after the start of the 7,800 mile third leg to Rio de Janeiro. Dan was ninth overall and fifth in Class 2 at the halfway mark, with hopes of moving up. Leading the fleet, as he has convincingly for the first two legs, was France's Philippe Jeantot. Sailing a 56-foot aluminum cutter named for his sponsor Credit Agricole, Jeantot, 30, has completely dominated the race so far. He had an eight day lead over South Africa's Bertie Reed in the 49-foot sloop Altech Voortrekker. Both are in Class 1 for boats 44 to 56 feet long. Third overall and leading Class 2 (for boats 32 to 44 feet) was Jacques de Roux, another Frenchman, sailing the 41-foot cutter Skoern III.

38: You got a call from Dan last night?

Pat: Yes. He told me there was a big drama going on ahead of him with Jacques de Roux on *Skoern III*. De Roux had been in a gale of 60 knots and 45 foot seas. Yesterday, sometime around noon he turned on his EPIRB.

38: *Skoern* did?

Pat: Yes, and you know he's leading in Class 2. Since then the ARGOS satellite showed him drifting east at 1.5 knots. Before he went off the air he talked to Richard Broadhead on *Perseverance of Medina*, who was 276 miles away. He couldn't be reached by radio after that and his EPIRB was on. So *Perseverance of Medina* is trying to sail towards *Skoern* and see what he can do. Neville Gosson's *Pier One* was only 168 miles away but he had a possible injury. Gosson had been knocked down and hit on the head and also hurt his back.

38: That's the Australian guy?

Pat: That's right. So the question was whether Neville was in good enough shape to go do a rescue or whether a guy a little further away would be better. But right in the middle of the patch, we were broken into by a French guy in Tahiti who said the French Navy wanted to send a destroyer down to see what was going on with *Skoern*.

(Later reports confirmed that *Skoern III* had been dismantled and was taking on water. De Roux, a French submarine school commander, activated the alarm button on his ARGOS satellite tracking system — which the race sponsors had installed on all the boats in Cape Town — and within 59 hours he was picked up by Richard Broadhead. This is similar to the rescue of Tony Lush on the second leg of the race. American Francis Stokes, sailing the *Fast Passage 39 Moonshine*, rescued Lush and carried him to Sydney. Broadhead, though, was able to transfer de Roux to the French destroyer escort *Henri*.)

38: So what did Dan have to say about how he was doing?

Pat: Fantasy was going about seven knots in 20 knot winds coming from the northwest with very heavy seas. He did 163 miles from

noon of February 8 to noon the next day. He was, however, not very far from a low pressure area at 52 south and 162 west, which was moving due east. This was an area of 97.0 millibars of pressure and winds forecast in excess of 35 knots. Those were the same winds forecast for *Skoern* and *Perseverance*. They turned out to be 60 knots. So I said to Dan, "How do you feel going into some really heavy stuff now?" To me the wind is not as bad as those really high seas. He said "Well" . . . he's kind of silly . . . "I feel like I have to keep on sailing." You know, like you'd say, "Keep on truckin'". I said "I know, but are you feeling OK?" He sounded much more serious than a week ago when he was in very high spirits.

He said, "Look, I've taken my bicycle helmet out." He has a lightweight bicycle helmet with him . . . "I don't make a move without grabbing something." I said, "Even below?" "Yes, there's some diesel fuel mixed in with the water down below. I think it's coming from the overflow." Dan had considerable generator problems on the last leg.

38: That's why he went back to South Africa after the start, right?

Pat: That was one of the reasons, plus the solar panels being bent up just like pretzels, plus his water tank breaking loose, plus his genoa blowing out — outside of that, everything was great! [Laughter] We had about \$3500 to \$4000 worth of repairs and six days to do it in Cape Town. We did it and he turned around and went out again on the 19th of November. If he hadn't had to come back, he would have been second in next to *Skoern*.

I went down to Sydney after the second leg — we both got there on January 10th. The first thing he told me was "I need a sailmaker. I've got to have my alternator fixed, and I need some of the electronics fixed." And of course we had to provision the boat, and there were a few other things not working. I said, "OK, but six days is very short." He said, "There's no way I'm not going to start with the rest because playing catch up is hell." He did that all the way across the Indian Ocean. He did marvelously, but here he finished almost last.

I had brought an alternator and a regulator, but apparently they

interview:

didn't fit, so I had to run around all over Sydney for two days before the race finding a guy who would come down and work overtime. You know how these things go.

One thing I can tell you about this race is that the most panic and most concern so far, at least for Dan and I, has been the stopovers. Getting there, finding the parts, getting the boat fixed, getting out again. It's been total murder.

38: For other people too?

Pat: Yes, for most of the people, but you have to remember an awful lot of them are sponsored.

38: Do the sponsors take care of their sailors?

Pat: Well, of course. *Credit Agricole*, *Voortrekker*, *Pier One*,

38: Being knocked down and coming back?

Pat: Yes, England's Paul Rodgers on *Spirit of Pentax* was one of them. After that, he simply didn't have the money to continue. New Zealand's Greg Coles on *Datsun Skyline* became discouraged. His sponsor's house had burned down and a lot of parts for back-up were gone. He went out again but lasted about one day. Then David went out, had steering vane trouble, and came back. He would have restarted again, I think, except that he sent away to England for parts. He waited a week and when the parts came they were the wrong ones.

38: This was the second try for him at Cape Town, right?

Pat: Yes. Remember he had had to go back into Florida after the

HALF WAY POSITIONS

BOAT	SKIPPER	COUNTRY	TYPE	PLACE	
				class	overall
<i>Credit Agricole</i>	Philippe Jeantor	France	56' Aluminum cutter	1	1
<i>Altech Voortrekker</i>	Bertie Reed	South Africa	49' Wood sloop	2	2
<i>Skojern III</i>	Jacques de Roux	France	41' Aluminum cutter	1	3
<i>Perseverance of Medina</i>	Richard Broadhead	England	52' Fiberglass cutter	3	4
<i>Pier One</i>	Neville Gosson	Australia	53' sloop	4	5
<i>Mooneshine</i>	Francis Stokes	U.S.	39' Fiberglass sloop	2	6
<i>Okeru V</i>	Yukoh Tada	Japan	43' Fiberglass sloop	3	7
<i>Ratso II</i>	Guy Bernardin	France	38' Aluminum sloop	4	8
<i>Fantasy</i>	Dan Byrne	Santa Monica, CA	40' Fiberglass cutter	5	9
<i>City of Dunedin</i>	Richard McBride	New Zealand	42' Steel schooner	6	10
<i>Nike II</i>	Richard Konkolski	Czechoslovakia	44' sloop	7	11

Okeru all had sponsors. *Skojern* had help from the *Credit Agricole* sponsor because you know the French stick together. There were always four people working on the boat. As far as *Pier One* went, he was the total darling in Sydney, and in Cape Town he had a \$5000 budget and some people to help him. In Cape Town *Voortrekker* was the hero and people flew down to Sydney to help him there. He's an awful nice guy. I think all of these guys, no matter who's helping, have to be patted on the back.

But when Dan comes into port, the only one there is his wife, and she's a little bit heavy to haul up the mast, and she's not that handy anyway. I ran around and did the PR and the finding stuff, the gofer stuff. Dan did all the fixing. But in Sydney, Tom Lindholm flew down . . . Remember Tom?

38: Yes, he did the first Singlehanded TransPac.

Pat: Tom Lindholm was a contestant in BOC on *Driftwood*; his was the only other California boat in the race. It was a 41-foot Ericson. He'd been cruising with his wife for a couple of years and he took a notion to do the race — he was so gutsy! He went across the line with the big boats in Newport, R.I., but his problems multiplied in the first 36 hours and he came back in. He was so involved and had planned so much and done so much beefing up for the race.

When I told him how bad it was in Cape Town, and how much money I had spent, and how very difficult it was, he decided to come along and help in Sydney.

I can't fault Cape Town, they're wonderful, wonderful people, very hospitable. They have a marvelous boat yard there, but they had all these boats to work on.

When the fleet took off from Cape Town, David White was just coming in on *Gladiator*. Dan went out to start the second leg and had his knockdown, came back and had his six days repairing. After he left again, three other boats all had the same experience.

start of the race, so he said, "Oh, Christ, I'm not going to do this again."

38: So what's he doing now?

Pat: The last time they'd heard from him he was in St. Helena and he was sailing back to the U.S. and being kind of cool about it.

38: What was his attitude? Was he really upset?

Pat: He seemed very concerned. He had really planned, spent money, and been very gung ho. He appeared on national TV shows. When his boat started to break up, he went for it anyway. Now he's in a foreign country and the parts come and they're wrong. People have said to me, "Well, he didn't want to do it anyway. Mucho Macho David. I think that's bullshit. I think the guy wanted to do it. He simply had a lot of obstacles. There he was now a week and a half behind the fleet again. Would you want to sail across the Indian Ocean again under those conditions? I didn't really blame him.

Dan, my husband, had done minimally well on the first leg, 12th out of 16 finishers. It was a fairly easy trip, but let's not forget this guy had only gone to Hawaii on his own before, which is all downwind. A lot of people said, "Gee, that's great, he went 7000 miles, isn't that wonderful?" You shouldn't have to patronize someone that way, but people do.

When he got to Cape Town he had two problems that were unresolved. He was getting water in the fuel tanks and no one could figure out why. Also his batteries were not able to receive a full charge, so some of his instruments, like his SatNav and the autopilot, would go out!

The autopilot worked great for 7000 miles but as he was coming to the finish he got into one of those southeasters that are notorious around the Cape of Good Hope. Not having had previous experience here, he stayed too far north. He should have gone lower and been blown north by this thing, but instead he stayed parallel

with Cape Town. At the time he was beating *Nike* in with Czechoslovakian Richard Konkolski, who has set a record for monohulls across the Atlantic. Dan was totally elated . . . he was about 100 miles ahead of him. Then these terrible winds came up and *Nike* edged south and got blown in ahead of Dan. Just before it happened, Konkolski cut off all radio communications. Whether he did it deliberately or whether his radio was acting up, Dan doesn't know, but it happened. Dan was telling me, "God, I think I'm going to beat him in!" And then about 12 hours after *Nike* here comes Dan having had no sleep for a day and a half. He was just in a terrible state, but elated because he was there. That was the worst weather he had all trip. During it the autopilot conked out and his wind vane was not working because there were 45 knots and all, and the wind was blowing the wrong way. So it was a total struggle to get in, but it was a good experience for him because up until then he was thinking, "Gee, this is easy." After that he came down to earth.

In Cape Town he made a big list, and we ran around taking care of things, but we couldn't find out why his engine wouldn't stay on once it started. Also the solar panels were beginning to not charge as much as they had. They're Solec panels and had been absolutely marvelous all the way across the Atlantic. But just before Cape Town they stopped charging as much. The sun was still as bright, but he had no power. God, imagine being in the middle of the Indian Ocean with those problems?

So anyway he left with the fleet from Cape Town. I was scheduled to leave the next day. I had stopped off on the way to the airport at one of the ham radio operator's homes and had tea with his wife and we got a phone call. "Dan is coming back in. Don't leave." I thought, "Oh God, what's wrong?"

That afternoon we had a schedule with him. He came on and said he had been in about a 60 knot gale. He had a knockdown. One of his water tanks broke loose. He didn't know if it had a leak or not, but it was in the middle of the cabin with all the food that had been stored behind it. The genoa blew out to ribbons before he could claw it down. He also had very little power because one of the solar panels had been bent over like an envelope by a big wave.

He couldn't believe it. He said you read all this stuff but you haven't lived till you've crawled up to the foredeck and tried to get the sail down and reef the main and everything. It was getting up to 30 knots of wind or so, and he thought he'd make a sail change. All of a sudden — POW! He was on his ass.

He said, "There's no way I can make it across the Indian Ocean without power to generate lights or anything. I've got to go back in." So he did. As I told you, we spent about \$4000, worked like beavers and got him back out six days later.

The first week back out on the water he was terribly depressed. In the first 24 hours the same kind of wind came up. He knew he hadn't solved two of his problems. He said, "What the hell am I doing this for? We don't have the money and maybe I'm just not right to do this." He said he felt like he was in prison and the jailors had been beating him up regularly. Every time the wind came back he cringed.

Finally he began to get his spirits up and he was talking to the others. Some of them were in a high pressure zone and Dan began to catch up. He went more south, which he thought he wouldn't do because of how rough it can be down there. He was at latitude 42 when he should have been at 38. He just whizzed along. He caught up four days on one guy, three on another. Eventually he would have been second in class. When he came in with that knowledge he was so fantastically confident. "Oh, I always knew this boat could do it," he said. "I think I can do it, too. I lost my confidence for about a

week."

During that passage he had very little communication. Only the first week out was he able to talk to me. After that the propagation was really bad and even talking to other competitors was rough. So it was a very isolated time, until they got into the Bass Strait. Then of course he heard about what happened to *Gipsy Moth*. The last time I talked to him was when the *Lady Pepperell* thing was happening. He called me and gave me a whole news release on it.

38: Some instincts never die, eh?

Pat: Yeah. When Dan entered the Bass Straits, he was aware that *Gipsy Moth* had been wrecked. He was very careful. Maneuvering in and out of oil rigs was like sailing an obstacle course, but he felt very elated. He was getting close to Sydney and he knew he'd made good time. Just before he got out of the Bass Straits, he had been up for about 18 hours straight. There was one last oil rig which he figured was about 15 miles away. He felt, "Well, I really ought to take a rest. I'm not tired anyway. I'll just lay down for half an hour." He put his kitchen timer on and lay down. Four hours later he awoke. He was totally devastated to find out he had passed the thing. He didn't know how close, or when or anything. He said, "My God! It really showed me what happened to Desmond, and how it could happen to anyone." He was in full cognizance of what happened to him. But singlehandlers don't know how tired they are. They have only been sleeping 2½ hours a day sometimes for several days. Their adrenalin is going. They must keep a watch out. Then they just let up little bit, and if they've missed too much rest and sleep, zowie, they're gone.

I had him tell this to Desmond at the awards dinner in Sydney. Desmond attended, which I thought was very gentlemanly of him. His wife was saying, "I've tried to tell him, you know, it's not because of his carelessness." And Desmond, who had had a couple of drinks, said, "Well, yes, that's pretty ridiculous, you know, after all I was very careless." I had Dan go over and tell him his story and Desmond said, "My God, really?"

This is the one thing I feared, that Dan would get complacent. He's a great napper. I thought, you know, if he naps through the Bass Straits, we're in trouble! [Laughter]. This is just wifely stuff . . . I mean after all, let's face it, he has already sailed 14,000 miles at this point, so who am I to say what he can or cannot do, or how he can rise to an occasion?

He came into Sydney and we worked for six solid days with Tom Lindholm helping. Tom came down there . . . he wore his competitor's shirt and he became part of the thing. He went to the skipper's meeting. He helped caulk the mast and do all this stuff. He also helped Francis and one of the French competitors. He was mostly there to help Dan and it lifted Dan's spirits a lot. I ran around and brought parts back and the two of them worked. We were ready.

He was first over the starting line in Sydney. It was so marvelous. I was sitting on this spectator boat . . . I saw him coming about and heading back away from the line, just like he did in Newport. All of a sudden he came about so smartly. His sails were in trim and he began to sail for the line. I thought, "Uh oh, he's going to be over early." It seemed like the five minute gun had just gone off. But just before he hit the line, the starting gun shot off. Everybody cheered, and he just looked so cool. I was so proud of him.

He continued out on through the heads of Sydney Harbor looking awfully good. About two days later I got a transmission from a ham operator in Australia who told me he had a message from Dan saying "I am no longer the leader" [laughter] "However I am in good shape and good spirits."

The night before the start Koden Okera's skipper Yuko Tada was

interview:

giving a party on the wharf and everyone was having a ball. But we were so anxious about getting the engine finished . . . we had this alternator guy in tow . . . that we didn't go. It was right in front of our boat. Pretty soon here comes Yuko Tada hollering (in Japanese accent) "You've got a lat on your boat!"

38: A what?

Pat: That's what we said. He was pretty drunk. He said, "There's a lat in your razerette!" So you can figure that one out. Dan went below and tried to find it. Pretty soon we figured Yuko was just a little crazy. And then along came Robin Knox Johnson and he said, "Oh no, I definitely saw it, Dan. It ran across a rope and went below." So here we were with a rat onboard the night before starting. Sydney closes down on Saturday afternoon. On Sunday nobody's open. So I had to canvass all the restaurants on the dock. Finally the *Pier One* people gave me a couple of mouse traps, and Dan put them in the boat.

Anyway, in the same transmission where he told me he was no longer the leader, he said, "However, lat caught." [Laughter]. I thought that was great because they can chew through your lines and cables and everything, to say nothing of the stores. Who knows who else got a rat on their boat.

Then I heard from him a few days later by ham patch. He was in wonderful spirits. The alternator was working perfectly and charging the engine. What they did is divert the overflow down into the bilge. It seemed like the only solution, rather than have it go where it could then back up and suck up into the tank, which it had been doing before. He said the engine was working great.

Solec International from Hawthorne, California, gave us four new panels, which I carried down to Sydney in a large trunk. They wanted the others back to check and see what had happened the first 7000 miles. Mostly it was the heavy weather and corrosion of some little grommets, which are now being made of stainless steel. The original ones had rusted and some water had eked in. So they have upgraded the product. They gave me four new ones. I hauled the old ones back with me. Going down to Sydney I took a trunk that weighted 150 pounds! It had a new spinnaker, an alternator, a regulator — neither of which fit — four new solar panels, a whole bunch of books and some other stuff.

38: Is he reading much?

Pat: He's reading a lot. He traded books with Richard Broadhead on *Perseverance* and Richard McBride on *City of Dunedin*. He said they had these marvelous English books, stuff that he wanted to read. We also traded some Mickey Spillane-type stuff I had traded for in Cape Town. Dan said, "I want them to know those weren't my books!" [Laughter]. Being an editor, he's naturally a snob. Now he has some books by Tom Sharp who's a very amusing English writer, sort of like Evelyn Waugh, or Alex Waugh, only funnier.

He has a sort of a routine. He sleeps about three hours and then he gets up and changes sails and adjusts everything he should. He's on the radio a lot, and he does his own meals and checks everything on the boat, all the lines and the sails for chafing, and the Aries, which we had completely overhauled in Sydney. The Aries has been wonderful.

In Cape Town he mentioned to Tony Lush that he had some problems with the AMS, Alpha Marine Systems autopilot, which he thought was probably due to the heavy seas. Tony had a complete back-up AMS, with an arm and everything. He let Dan use it on the condition I return it to AMS after we got Dan's fixed.

On the next leg Tony's boat sinks and Dan's got an AMS that would have been at the bottom of the ocean. Dan sailed very suc-

cessfully across very heavy latitude 40 seas and it never blinked. So now he has two onboard: the one that was working plus the one that was repaired. I have nothing but praise for AMS.

38: Is there a lot of cameraderie among the competitors?

Pat: Absolutely. If somebody needs something, there's always someone who's ready to help out.

38: From what I've read, they all seem to have strong personalities. This Japanese guy sounds like a trip . . .

Pat: Oh, he is a character! In Cape Town he put on a sort of bowsprit . . . It was really an icebreaker because he intended to go very far south, which he has. He's down at 61 degrees or something (on the edge of iceberg flow). So he put this thing on, and it was like a big spear, but it had a cross on it. He'd had it welded at the boatshed in Cape Town. He comes down the dock with this thing over his shoulder and he says "I Jesus Christ". This guy is a Buddhist, you know. The way he behaves is so funny you can't help but love him.

38: Who is his sponsor?

Pat: He has a Japanese television station called KODEN. They also do electronics and all this stuff. He had a television crew with him all the time at both stopovers.

38: Is the race being well run?

Pat: Very well. BOC has amassed a very good support system at both ports so far. We have had wonderful receptions. In Cape Town we met the Lord Mayor of Cape Town and his wife wearing all those chains and things. They gave us a wonderful dinner and awards party at the best hotel in town. The South African cruising association hosted luncheons and sponsored free groceries at the local supermarket. I had never shopped like that.

38: They just opened it up for you?

Pat: Yeah, we went into the store and, you now, just went around and shopped. Everyone had about four carts full of stuff. By the time they got to Sydney, there was a bunch of stuff they didn't even eat. BOC, the race sponsors, owned the supermarket. I forget what the name was in Cape Town, but they did the same thing in Sydney at a store called Grace Brothers.

38: Was it just like one of those contests where you get to shop for five minutes free?

Pat: Exactly. I got there late in Sydney because I had been to a TV station getting a tape of the *Gipsy Moth* accident. I was an hour late. You should have seen the French carts. It was just amazing. They were loaded. I went around and tried to find just the simple things. I went to the manager and said, "Look, I'm awful sorry but I got here late. Could I come back in the morning?" He said yes. But I was overheard, so a bunch of us went back in the morning. We must have gotten \$400 or \$500 worth of groceries free.

38: What is this French guy Jeantot like?

Pat: He's a very engaging, good looking . . . more so than his pictures . . . a young guy. He's about 30. He's very modest. He's beautiful. I mean he's just gorgeous!

38: Why is he doing so well?

Pat: Oh, Jeantot, he's the Flying Frenchman! . . . First of all he's sponsored by the Farmer's bank in Paris, the Credit Agricole. He's got a wonderful boat, it's very well designed. The guy is a terrific sailor, he's young, very fit, and totally competitive. After the first leg when he foxed everyone and got there so early, his confidence was sky high. And I wouldn't take it away from him. He is the Flying Frenchman. Unless something happens to him on the way up to Rio there's no way this guy isn't going to make everyone else look sick. I wouldn't begrudge him any of the glory or say it's because of this or that. It's because he's a terrific sailor in a terrific boat doing something

that he's very competitive about.

38: And what about Dan and his chances?

Pat: Well, at the start he had this kind of modest approach based on his limited experience. He said, "Look, if I do the whole thing, My God I'll be tickled. And this is what I intend to do. There's no way I'm going to start this thing and make commitments to do a movie and write a book, and not finish." He doesn't have a publisher, although he could have made a deal with Hearst boating books, but the terms weren't too good. He thought he'd go ahead and write the thing first.

38: He's going to make a movie too?

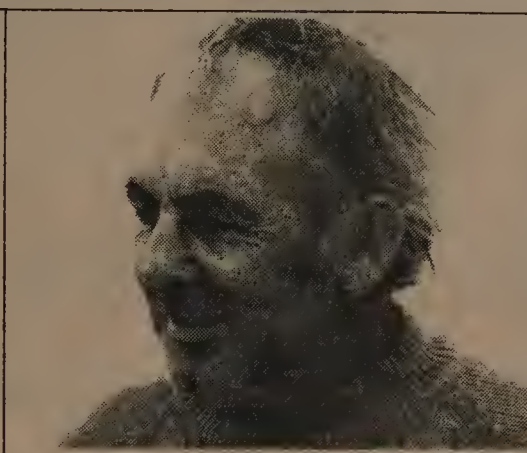
Pat: Oh, he's making a movie! Dan went down the dock in Newport like Walter Cronkite and interviewed every racer. Then the film crew we have went around and made a personal interview with

greasy and slippery. He put down some plywood hatch covers. They're square pieces that cover all of the above deck hatches. If it got really bad down near Cape Horn, he could nip up there and put them on. He's taken those and laid them on the cabin sole because he's been slipping around. He's asked me to get him non-skid and he asked for a boom bail. Apparently his boom bail has broken and he has it attached in some Mickey Mouse way. He says his head jammed but he's fixed it.

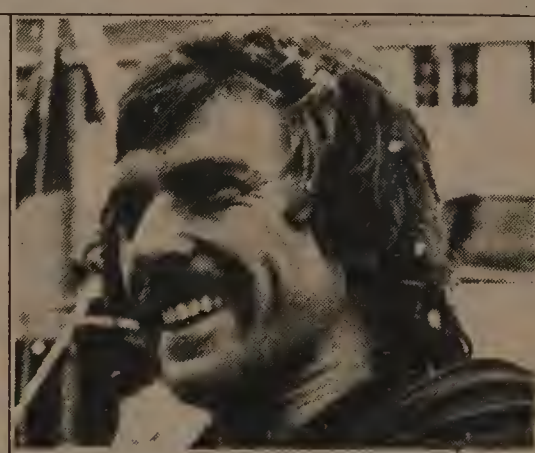
He also said the mast wasn't leaking at the deck anymore. He had to remove the mast in Cape Town to fix the wiring, and when they resteped it they forgot to caulk the vinyl boot at the deck. Water just poured in across the Indian Ocean. The floor was always wet. The whole cabin was moldy. I had to get in there and scrub like mad to



COURTESY PAT BYRNE



CHRISTOPHER CUNNINGHAM



CHRISTOPHER CUNNINGHAM

each guy. So what they have is Dan walking down the dock, pausing at a boat, talking about it a little bit and then they cut to the interview. There's a marvelous one with *Gipsy Moth*. Desmond's kids are there and they're just terrific, and they say "Oh Daddy's a wonderful sailor and should do very well." They have these wonderful English accents. Then we go below and Desmond talks lovingly of the boat, of its tradition, of how it's a kindly boat. It's just so emotional and you're moved to tears when you know what happened to it.

When I went down to Sydney I lined up this guy who was already shooting for BOC and some television stations to do an interview of Dan when he came in, which was 11:30 at night. Then they came back a couple of days later and got him working with Tom Lindholm. I got another cameraman in a helicopter and he took some gorgeous helicopter shots at the start. They're whizzing alongside Dan. You could see the bottom of the boat, you know, the sea is so clear. It's gorgeous.

... Right now I'm a little concerned because of this high pressure area that's coming down on Dan. He feels is that the *Valiant* is an enormously sturdy boat. It's one of the heaviest boats in the fleet. *Koden Okira* weighs a fraction of what *Fantasy* does and so does *Skojern*, so obviously they're faster. But maybe *Skojern* is going to be out of the race because of that.

38: It's certainly becoming a race of just being able to hang in there.

Pat: This was Dan's feeling. He started off by saying, "I don't care if I'm last. I don't want to be last, but I will feel good." Then when he got to Cape Town, he said, "God, if I just make it." He was feeling pretty down. In Sydney he said "Look I'm not only going to make it, I'm going to do good!" Boy, he took off from there. He is now a competitor, whereas the first two legs I'd have to say he was a survivor. Now he wants to be a placer.

He has a problem with the diesel coming through into the bilge. We have indoor/outdoor carpet on the cabin sole and it is very

Pat and Dan Byrne, left, Neville Gosson, center, and Phillippe Jeantot.

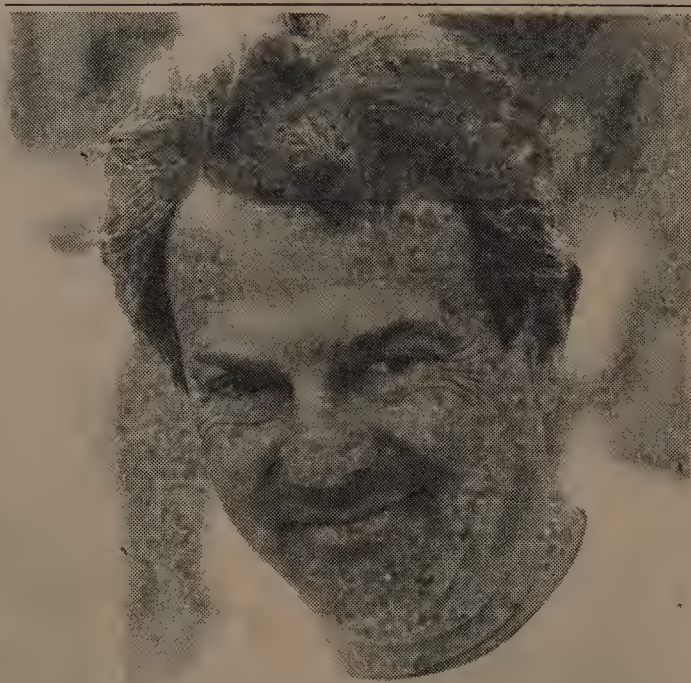
get the mold off and put lemon oil on. We took the carpets out, and wrung them out. Everything was fine. Tom Lindholm recaulked the boot and Dan says he hasn't had a drop of water in there since he left.

The bad news is that water is oozing up through the cabin sole occasionally in the heavy weather with this diesel in it. That's a little worrisome. He can't make a move without hanging onto something. Last night I asked him, "How are you feeling now that you hear about these guys who are about 300 or 400 miles ahead of you in 45 foot seas and 60 knot winds?" He kind of laughed and said, "What can I do? I can't turn back now. I'm not too worried about it. I'm going to try and survive. I've got a sturdy boat. I'm not going above decks without my harness on. I've got my foul weather gear on . . . I'm sleeping on it. I'm eating. Look, I'm alright." I was saying kind of maudlin things like "I'm counting on you to get back here. I'm lonely." But he was all business. He said I need this and that and some nonskid. He also asked for some pendants for the mainsail. I called the sailmaker and he knew exactly what it was. It leaves a space between the foot of your sail and the boom so water can flow through, but you've still got your sail attached. So I wrote it all down dutifully and I'll take it all to Rio.

I'll tell you right now I'm very concerned about the heavy weather. When you get people like Jacques de Roux, who's a submarine commander, putting on his EPIRB . . . And another guy on a 56-foot boat (Neville Gosson) has been knocked down and has back problems. You've got to start worrying about a guy in a stock *Valiant* who is headed that way.

38: Well, we'll keep our fingers crossed.

Pat: You'd better!



Monroe Wingate, above, and his lady, Scarlett O'Hara.

With four races completed at press time, Monroe Wingate's Serendipity 43 *Scarlett O'Hara* from Oakland had a firm lock on second place in the 1983 Southern Ocean Racing Circuit (SORC). Unfortunately, the leader, George DeGuardiola's Soverel 43 *Locura* from Florida, had an even stronger lock on first with two overall fleet wins. Both boats looked strong to retain their standings in the remaining two contests, although as Yogi Berra said, "It's not over until it's over."

Scarlett, with helmsman Chris Corlett, tactician Dee Smith, navigator Skip Allan, and a crew representing the cream of the Bay Area's IOR sailors, have been standouts from the beginning. They took a second in class and fleet in the opening 138-mile overnight race from St. Petersburg to Boca Grande and back. Then on the longest race of the series, the 370-mile heat from St. Pete to Ft. Lauderdale

around the southern edge of Key West, they slipped to sixth in class and ninth overall.

A tactical error on the stretch from Key West to Miami cost *Scarlett* time in this race. Wingate says last year (when *Scarlett* placed tenth overall in SORC) they went inshore, hugging the Key West shoreline. This year they thought they'd try and go out and catch a favorable ride on the Gulf Stream. They did locate the stream moving at 3.5 knots in the right direction, but it wasn't enough

to offset the 25 extra miles they had sailed to get to it. *Locura*, which has a host of superstars such as Tom Whidden, Mark Soverel, Peter Isler and navigator Ben Mitchell onboard, went inshore and made out. They won class honors for the second time in a row and took second overall.

The overall winner of the second race was a total surprise.

With young Russell Long, skipper of the 12 meter *Clipper* at the 1980 America's Cup Trials, driving and designer Jerry Milgram crewing, the ten-year-old cat ketch *Cascade* snuck home to take the bacon. This stubby, awkward looking craft is unanimously considered the ugliest craft in the 88-boat fleet. As Skip Allan says, "It looks like it's made out of ferro ce-

Cascade, right, won both the ugly boat award, and the St. Pete-Ft. Lauderdale race.



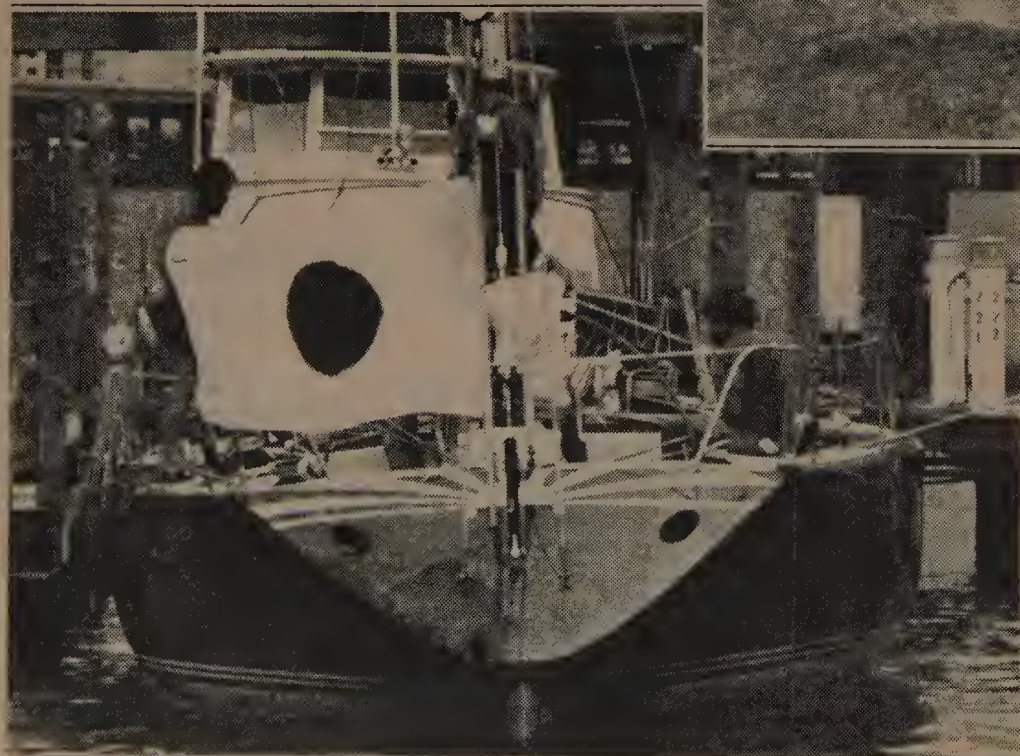


ment. Yuk!" Designed as a rule-beater in 1973, *Cascade* won two races in the SORC that year and narrowly missed winning overall. She still has a favorable enough rating as well as a healthy old age allowance (a special feature of the SORC) to allow her some present day glory. So far, though, she has been unable to match the St. Pete — Ft. Lauderdale performance in the other three races.

Standing second overall after two races was the new Frers 41 *Mea Culpa*,

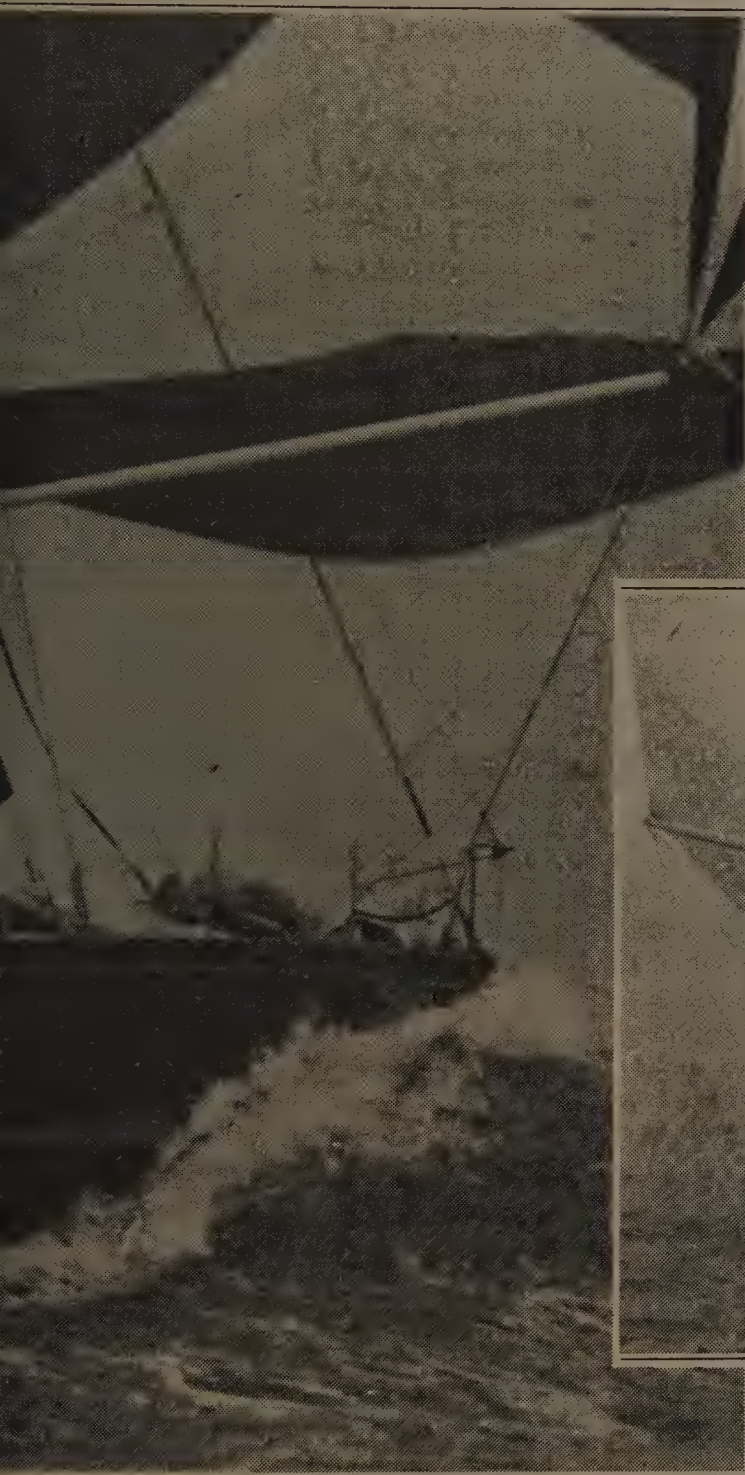
owned in part by New Orleans Tom Dreyfus and skippered by Alameda's Tom Blackaller. Also onboard is another New Orleans veteran, John Danè, a former standout in the Olympic Finn and Star boats. Together this trio is perhaps the most vocal assemblage of sailors any place on the planet, and they reportedly enjoyed their early success to the hilt.

Mea Culpa stumbled slightly in the Lipton Cup race, however, offering *Scarlett* the opportunity to move into second overall with a second in class and fourth overall. The 40-mile sprint from

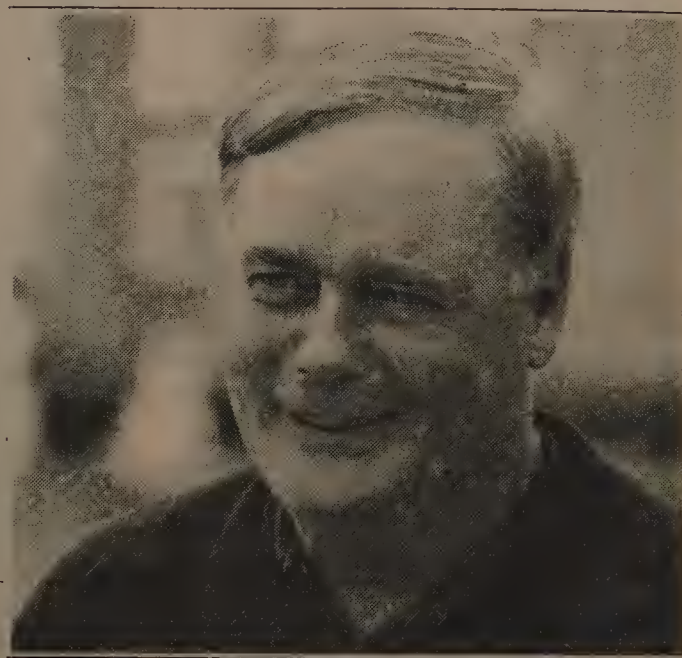


Mea Culpa, above. At left, the rising sun aboard Shigetaka Tsumura's Frers 51, Zero.

Miami to Ft. Lauderdale and back began with a spinnaker start in 15-20 knots of wind with rain squalls. Rounding behind *Locura* at the leeward mark, *Scarlett* played the shifts right and passed them. Strategy dictated covering the Florida boat, so for the next 14 miles the pair sailed side by side less than three boat lengths apart.



Marvin Green, right, and his 81-ft *Nirvana*, below.



ALL PHOTOS BY LOUIS KRUK

Skip Allan reports the action was so intense that no one even left the weather rail to take a piss. "It was a long way to hold it," he said.

The action in the maxi boat division was also tight. The top five boats all rounded the mark within four boat lengths of each other to start the beat back to Miami. On *Windward Passage*, the

Gurney 73 out of Atlanta; they muffed the spinnaker drop and crewmember Tom Whitmore got tangled up in a sheet and dragged over the lifeline. Before he could be pulled back aboard, the 83-foot *Midnight Sun* collided with *Passage*, right where Whitmore was hanging! The newspaper accounts said you could hear the cartilage crun-

ching, but miraculously Whitmore lived. *Passage* dropped out of the race and transferred him to a Coast Guard boat for a quick ride to the hospital.

Scarlett managed to maintain her second overall standing in the fourth race, the 135-mile Ocean Triangle contest off Miami. *Locura* was untouchable and won

both class and overall again, putting her comfortably ahead. So with the 180-mile race to Nassau and the 25-mile Nassau Cup remaining, our Bay heroes stand well off. Of course they'd like to win, but they also want to convince the selection committee for this summer's Admiral's Cup in England that they're worthy of represen-

ting the U.S. There will be two more races in Bermuda after SORC ends to help in picking the three boat U.S. team. It looks like Our Bay Area heroes have built a pretty convincing case for themselves so far. If selected, they would be the first San Francisco boat to make the team since Dave Allen's *Imp* went in 1977. Go *Scarlett*!

So, you just received a notice that your berth rent is going up again. Welcome to the club! It's no secret that the cost of slips has gone out of sight, and short of trailering your 42-footer, the harbor barons seem to have us over a barrel.

I'm sorry to report I have no solution to the cost of slips, but perhaps my forthcoming series on San Francisco Bay Area berths can help you get the most bang for your berth buck. I'll be telling you not only how much a berth costs, but what you get for it.

To start with I'm focusing on the municipal marinas located in Richmond, Berkeley and Emeryville.

RICHMOND MUNICIPAL

The Richmond Marina is the newest municipal facility on the bay. It's located in the emerging Marina Bay complex which will ultimately offer a complete bayside community with condominiums, retail businesses, offices, and restaurants — all in a lush park-like setting surrounding the marina. This is not going to be a Marina del Rey, but at 1/3 the size, it will be the closest thing Northern California has to it.

Luckily for yachties, the 500-berth municipal marina was completed first. Everything else has been delayed slightly by the recession and the weather. This is the most stylish

The green gas tower is your guide to the general vicinity of the Richmond Marina.



and modern harbor I've seen lately, and with the eventual addition of 1200 more berths — to be operated privately — it also promises to be the largest.

Location: By land, it's just off Highway 17 at the foot of Marina Way South; convenient for folks living in Marin, Sonoma, Contra Costa and Alameda counties. Even San Francisco isn't *that* far. By sea you head toward the big green gas tower at Richmond, take the Santa Fe channel past the Richmond YC and Brickyard Cove, hang a hard left at buoy 12 and then a hard right at buoy 18. A lot of sailors head straight in over what appears to be deep water, and a lot of sailors run aground.

Cost: Berths are \$3.75 per foot of boat or berth, whichever is greater. A security deposit of one month's rent is required, and the dock box fee, which includes water and electricity charges, ranges from \$5.40 to \$9 per month. There is no provision for legal liveaboards.

A fenced-in small boat storage is available at \$1.70 a foot, and the modern four-lane launching ramp is free. Free?!, I like that. It's very popular, too.

Docks: The docks are concrete with concrete pilings and rollers, and are plenty stable. The standard 10-12 inch cleats ap-

Obviously the Richmond Marina offers more than just a marina.

pear quite adequate. Water and electrical outlets are located at every other berth. Juice is 30-amp and requires the standard twist-lock fitting. The lights atop quaint lamp posts provide plenty of visibility at night.

Dock carts aren't provided, but there are some rusty shopping carts inside most gates.



MARINAS



Keys are required to get in, although the day I visited the system was inoperative. I also watched one fellow climb over the gate. The grounds are patrolled 24-hours a day.

Availability: Some slips, such as 30-footers, are available right now. There is an indeterminate wait for other sizes.

Looking toward San Francisco; there's plenty of room to stroll.



Parking: There's plenty of it right now, and it's free. However it can be distant; you may have to walk 100 yards to a quarter-mile to your boat.

Restrooms: Relatively close to each gate, these are handsome on the outside and standard government issue on the inside. The floors are cement, the furnishings stainless steel, including the urinals and too small mirrors. No place to languish, these facilities are more civilized than at most public marinas — let's hope they stay clean. One gate is served by a Porta Potti. No key is required for any of the restrooms.

Showers: There is one centrally located 'unisex' shower. A key is required and there is an inside deadbolt for those who like to be sure they shower alone. There is no shower door or curtain, and the entire floor gets wet. It's not luxurious, but it too is clean.

Food, Drink, and Ice: None is available at the Richmond Marina at this time. Beth's Ketchen on Marina Way South, with beer and pool, is a possibility. B&H BBQ on Hoffman near Marina Way looks interesting, but isn't the most secure neighborhood. You'll probably want to take a cab to Bertolas or Mac's in Point Richmond.

B&K Liquors on Cutting Blvd. has perhaps the closest ice and booze. The store features a wide selection of cheap brands and a huge clientele, most of whom can be

found consuming their purchases in the front parking lot. You probably will want to go somewhere else.

Access to the Bay: The Marina is dredged to 20 feet and the channel to 15 feet, so there is never a problem with depth. The marina supervisor reports that "It's 20 minutes to the Bay, a nice reach in and out".

Protected by the breakwater, on days when the wind howls the Santa Fe ship channel is a *great* speed run.

Guest Berthing: Guest berths are available at 20 cents a foot per night, and you can arrive without a reservation. The marina manager is Bob Renaud, 236-1013, between the hours of 8:30 and 5, 7 days a week. They monitor channel 16 twenty-four hours a day, so you can pull in at 3 a.m. if you want.

Ambiance: Richmond Marina is tops for modern, attractive berthing. Most everything is new, in good repair, and picturesque, too! Instead of haphazardly evolving, the marina is a well-thought out part of a grand plan. The landscaping is nice and will get better as the tiny trees grow a little.

There are many shoreside activities for kids, with a playground, a sand beach, and acres of grass-covered public park. As the remainder of this major development moves

If you go past these range markers in the Santa Fe channel, you go aground. Turn sharp to port instead.



toward completion, this now tranquil area will no doubt bustle with more adult shore-side pleasures, including watering holes, yacht clubs and restaurants. Currently there's a boardwalk for strolling, biking or fishing to occupy your non-sailing hours, and you can always inspect the condominium models.

The Richmond Marina features some of the best weather of any Bay Area marina, protected somewhat from the summer west-erlies and the afternoon fog. It is well-sheltered in almost all weather, and access to the Bay is fine. In the distant lee of Angel Island, nearby Bay sailing often features lighter wind and less chop than the center of the Bay. Returning to the Marina after a day of sailing the Bay is like returning to an Estuary slip, an easy, warm, beer-sipping glide home through industrial surroundings.

On the negative side, there is a bit of shoreside inconvenience because as yet there is no fuel dock, restaurant, grocery store or chandlery. The roads are a little too circuitous for my taste, too.

Some folks might feel that the concrete docks and polished look of things are too sterile for them. That's a personal judgement. Other folks might object to the current industrial vistas, which will eventually disappear.



I like the Richmond Marina because it's modern and because you get a lot for reasonable rates. I give it a B plus for right now,

Berkeley's old breakwater at left, the newer one at right.

with a good shot for an A after the development comes further along. Apparently boatowners like the Richmond Marina, too, as during a recent gloomy Monday it was bustling with boatowners, many of them on lunch breaks or assignments.

BERKELEY MARINA

The Berkeley Municipal Marina, which began as a WPA project back in 1936, has been under development for a long time. Now it has just about everything a sailor could desire — except toasty weather.

The harbor is protected by not one, but two breakwaters, and has a fuel dock, repair yard and chandlery, launching ramp, dry storage, 975 berths, and a Marriott Hotel. It is also the home of Berkeley Yacht Club and Cal Sailing Club. Nearby there are restaurants, beaches for strolling, a fishing pier, picnic areas and a small boat basin. There's a children's playground too, but it's closed right now.

Location: By land take the University Avenue exit from Highway 17 and point the hood ornament at the Golden Gate Bridge.

ALL PHOTOS BY
LATITUDE 38/RICHARD



Looking across the marina to the Harbormaster's office and Dock of the Bay restaurant.

By sea, follow the north side of the dilapidated Berkeley Pier until you come to the breakwater. Incidentally, the Pier is now closed, so there's no more casting into your cockpit.

Cost: \$3.80 - \$4 per foot including electricity, although there are some less expensive berths with metered electricity. For three years now there have been 40 legal liveaboard boats in the harbor, all subject to the review by the BCDC.

Dry storage costs \$40.50 per month, with a 24-ft limit on the boat and trailer.

Availability of Berths: There is no wait for 20-ft berths or berths 65 to 84-ft. The normal wait for other sizes is about six months. The wait for a liveaboard slip is "forever".

Docks: The older docks on the north side are wood, the newer ones on the south side are cement. Most have wood pilings. Barefootin' is with care or calloused feet. Some docks have cleats, others just have rings. In

the older sections the fingers are sometimes quite narrow, causing the occasional bowsprit to be stuck in one's ear. End ties provide room for a good-sized collection of multihulls.

Water and electricity is available at every other berth. Most juice is 30-amp twist, although larger berths have 50 amp 220 current. There is adequate night lighting.

Gates to the berths are locked, and unless you're especially gymnastic, really do require a key. There is 24-hour security plus the Berkeley Police.

Parking: There is plenty of parking, it's free, and reasonably close to the gates. There are no dock carts. There are telephones close to most gates.

Restrooms: I counted seven restrooms, one located near each major section of docks. These require a key and feature minimum accommodations. The cleanliness I observed was fair. There are two public restrooms; the one near the Harbor Office is open 24 hours a day, the other near the launch ramp is open during daylight hours.

Showers: There is one in each keyed restroom, located behind a locked door. The shower is a tiny room with a bench, hooks and a glass door. It's secure. Wear your thongs.

Food, Drink and Ice: There is an absolute minimum of food that can be purchased at the bait shop near the harbormaster's



Some of Berkeley's older fingers are narrower than most.

with all questions to be forwarded to the City Manager. In the past we've heard a few weird tales from tenants about the Dock of the Bay restaurant, too. (Maybe our readers can fill us in). A coffee shop is included in the plans and lease of the Berkeley Marine Center on the northwest side of the harbor, although it's still quite a way down the road in time and distance.

Access to the Bay: With the marina dredged to ten feet and the entrance dredged to seven feet in 1982, there is no problem getting to the Bay. In fact it's right there just



The Berkeley YC, the only real gathering spot in the area.

office, but they do have ice. The local restaurants — the Marriott, Solomon Grundys, Hs. Lordships, and Dock of the Bay aren't "grab-a-bite-and-run" places. The short-lived coffee shop beneath the Dock of the Bay restaurant is a "delicate" subject,

outside the breakwater. During the summer afternoons expect to sail straight to weather against strong breeze and steep chop — a perfect way to earn your colors!

Office: The Harbormaster is Bill Worden, and the harbor office is open seven days a week from 8 to 5. The telephone number is 644-6371, and channel 16 is monitored. There are 18 guest slips near the marina of-



Just one sign tells a big story at the Emeryville Marina.

fice; rates are \$4.50 a night for a 30-ft boat, and \$1.50 for each additional ten feet.

The Berkeley YC has a guest dock for reciprocal members, and the Marriott Inn encourages dinner and overnight tieups at their own guest docks for patrons. Call the Marriott restaurant at 548-7920 for berth information.

The Harbor master's office is a major distribution point for *Latitude 38*; the 500 copies normally last the first two weeks of the month.

Ambiance: The overwhelming feature of the Berkeley Marina is the weather. By 1:00 on summer afternoons the balmy gig is up. The westerlies pour in unobstructed and cold from the Gate. By late in the afternoon the fog marches directly through the marina entrance. (Although the fog doesn't last forever, for some reason the breakwater fog horn is rarely turned off). If you dream of lovelies in bikinis languishing on your decks, Berkeley is not the place for you. Nor if you have trouble entering a downwind slip.

It takes character to put up with the less than pleasant weather, and Berkeley Marina has its share of characters. There are some funky boats and people to go along with the more traditional marina tenant. There's also a greater sense of community here than found in many other harbors, this despite the lack of a central meeting place. The trees surrounding the marina are a nice feature, blocking as they do most views of East Bay

urbanity.

Right on the Bay and close to the entire east bay are the big plusses, but the fact that it's a little old and a little cold make berthing at the Berkeley Marina a little bleak. I give it a B-, mostly because of the weather.

EMERYVILLE MUNICIPAL

Emeryville's Municipal Marina is known primarily to the sailors who keep their boats there. And no wonder, it's tucked in a shallow corner of the Bay, and has neither a yacht club nor guests slips. What reason would anyone have for visiting?

But this is certainly not to say it's a marina that shouldn't be recommended. I think there's a lot to be said for a marina without the constant stream of tourists and transients. The low turnover rate of tenants seems to prove others think that way, too.

Emeryville at one time was one of the lowest priced modern marinas in the Bay. Two years ago there was a hefty price increase and another one was proposed last year. When tenants approached the city to see if the increases were really justified, the City actually listened, and eventually moderated the increase. That's a nice attitude. Emeryville still has quite reasonable rates, it's single finger berths are less expensive than at either Berkeley or Richmond.



Location: By land take the Powell St. exit off of Highway 17 — that's at the Holiday Inn. Head toward the Gate and you can't

Dock boxes are generously distributed.





miss it. Extremely convenient for the East Bay, Contra Costa, and even San Francisco residents.

By sea, head in the general direction of the new 30-story Pacific Park condominiums, the tallest building near the Eastshore Freeway. Pick up the cement markers about 1-mile offshore and follow them in. Be advised that this is a new channel and does not have the original dogleg that still appears on the charts.

Cost: \$3.25 per foot for a single finger; \$4.05 a foot for a double finger. Electricity and the dock box is included in the rates. Living aboard is not allowed.

There is no dry storage, but a good launch ramp is near the bait shop.

Docks: Some of the 400 berths are concrete, some are wood. All are in fine condition. There are substantial cleats, as well as water and electrical outlets at every other berth. 30 amp twistlocks are required for juice. There are no dockcarts.

Was this BBQ once the sacred funeral pyre of the Mudflat Indians? No, it wasn't.

Availability: No berths are available now; there is a waiting list for all sized berths.

However, the Emery Bay Cove Marina is under construction in earnest right now and may open as early as summer. This will be privately operated, and with more than 450 berths, will more than double Emeryville's capacity.

Parking: There's plenty of it and it's free, but due to the lengthy ramps needed to get to deep enough water, it can be quite a walk.

Restrooms: There's one at the head of each dock, they are open 24 hours, and no key is required. Standard government issue, they're clean but not luxurious. You want to go in, do your business, and leave.

There are no showers.
There are telephones by the restrooms

and an emergency phone to call either the marina office or the police.

Security: The gates are locked and require keys to enter and leave. The gates were negotiable a few years back, but I wouldn't want to try it now.

The staff patrols the area during the day; the Emeryville police, whose station is located just one half mile away, at night.

Food, Ice and Booze: Ice is obtainable at the bait shop at the marina. The Watergate complex just a mile away has an excellent grocery and liquor department.

Access to the Bay: There is a half-mile channel, which like the harbor is nine feet deep. It's the closest East Bay Marina to the action in the center of the Bay.

Office: Ron Stair is the Marina Supervisor, 653-3114. Hours are 9 to 5 on weekends and 7:30 to 4:30 on weekdays. They monitor channel 16, and while there is a Standard fuel dock, remember there is no guest berthing.

Ambiance: Emeryville offers fine centrally located facilities at a very reasonable price. You have to motor out the channel directly into the wind, but it's short and close to the main action.

There are several great picnic sites along the shore with spectacular views of the Bay and the East Bay Hills. There's plenty of running space for the kids, and good fishing from the pier/breakwater.

However . . . the weather is nearly as bad as at the Berkeley Marina. A light breeze comes up every summer morning by 10:30, and by 1:00 it's blowing and it's cold. While Berkeley gets the fog every afternoon, Emeryville just gets it most afternoons.

If you're big on socializing, this is probably not the marina for you. There is nowhere to congregate as nearby restaurants such as the Oceanview, Trader Vic's, Charley Browns, and Carlos Murphy all have other than the sailing trade in mind.

Based on its convenience and nice facilities, I give it a solid B + for those of you who don't care about making too many dock friends or long to spend balmy afternoons varnishing the brightwork. For those of you who do, I give it a C +.

Since I don't have a boat in any of these marinas currently, I certainly welcome any further comments any of you might wish to add or clarify or disagree with what's presented here.

— sue rowley

"Let's raft up!" shouted several of my crew as we sailed backwards past an anchored boat, unable to make forward progress against the current.

"Not a bad idea, anchoring close to the Committee Boat," I thought to myself. "This way, at least we'll be the first to know when the postponement ends."

The anchored boat beckoned us to come alongside, and lowered a big orange spherical fender over the rail.

"Okay, I'll see if I can get close enough for you to get a line to them."

I swerved across their stern, lines were thrown, and in a few seconds we were alongside.

"You have to be prepared for this sort of thing in winter racing," said the skipper of the boat we were tying up to. "Calms, strong tides, and long delays are part of the game. To be properly equipped you need lots of food, big fenders, a radio, plenty of beer, clothes for hot, sunny weather, clothes for cold, wet weather, and a racing anchor."

I could only nod in agreement. "But what's a racing anchor?" I asked.

"A small hook you can get over the side quickly, without any other boats noticing! We're on a four-pound Danforth right now. The bottom under the Olympic Circle is so sticky . . ."

He was interrupted by a 30-footer approaching to tie up on his opposite side, and then I noticed a friend on a new high-performance 27-footer closing in to raft up to me. We scrambled for extra lines and more fenders.

A large raft-up in the middle of the Bay seemed like a very stupid idea. One powerboat wake could do considerable damage. But once the idea caught on there was no stopping it, and boat after boat came over to

join the pre-race festivities. The raft grew to eight or ten boats (depending on whether you count the two boats that just threw bow lines and elected to trail astern with the current), all swinging on one four pound anchor!

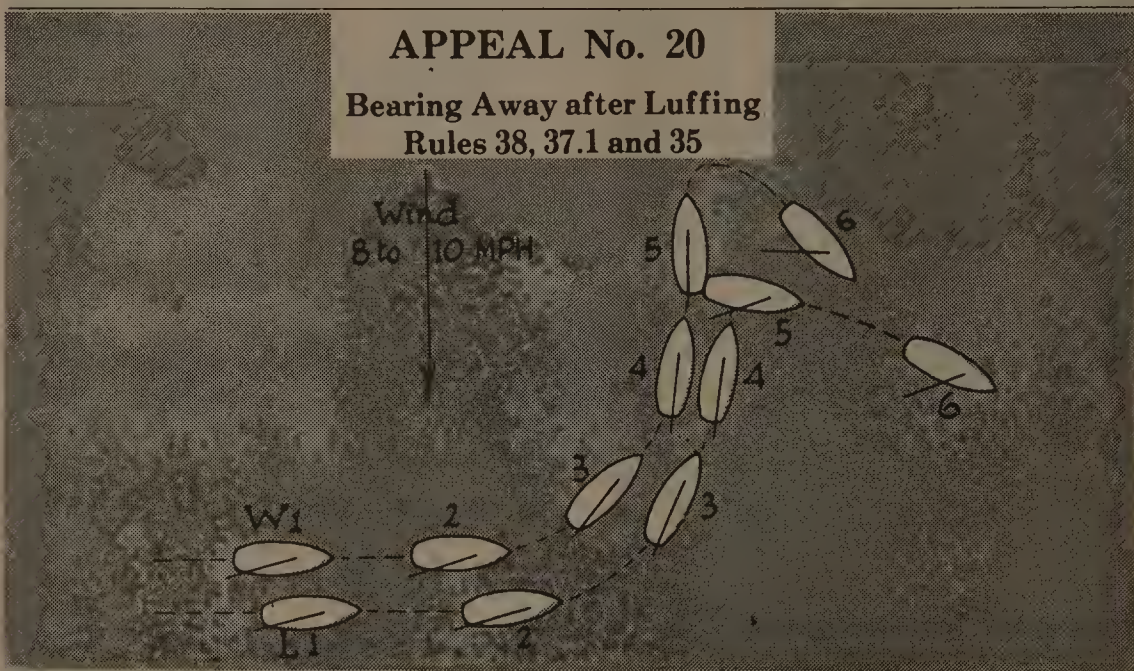
Most of my crew went to pay a social call on one of our competitors, while some of the people from the 27-footer came aboard when I offered refreshments and snacks.

"So how are you doing in the series?" I asked. "You should have moved up one after the boat in first place got hung up on

forcing him into the anchor line. It put him back in first place!"

"Why, that's outrageous!" I said, in an effort to appease him.

"The thing that really burns me up, though, is that last year I was in a similar situation. A boat that should have given me room at the mark forced me on the wrong side, and I lost about two minutes. The committee agreed I had room, agreed I lost two minutes, but showed me the rule that says you're not entitled to redress unless 'disabled'. Okay, if that's what the rule says,



the Committee Boat's anchor line at the start last month."

"Yes, we should have!" my friend answered, in a tone that indicated I had possibly brought up a sensitive topic. "Do you know what the protest committee did? They awarded the guy over four minutes because they found he was 'disabled' by another boat that should have kept clear,

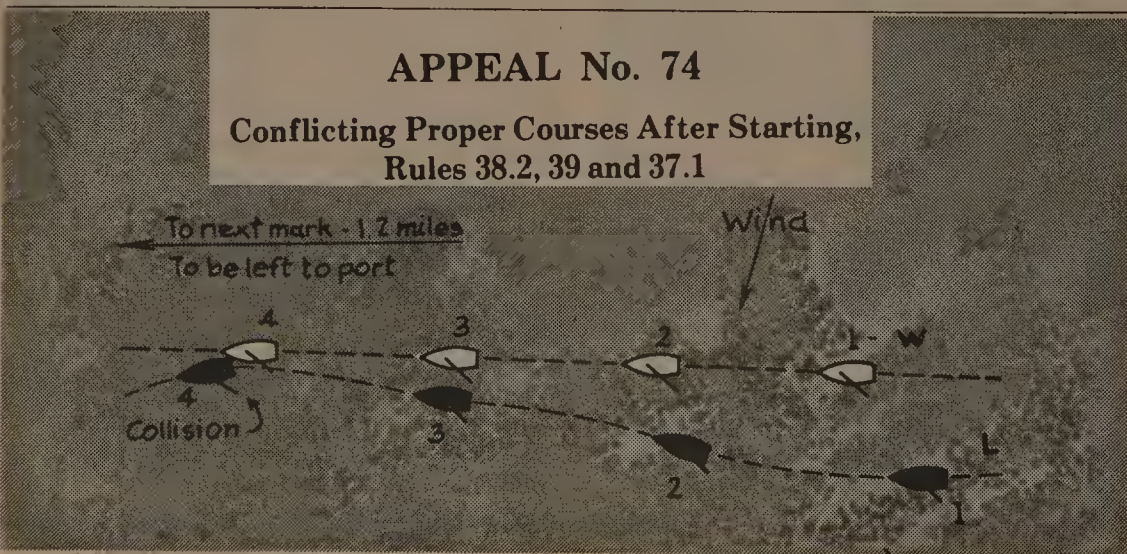
that's what it says. And now this Committee does the opposite! I wish I had a copy of the decision from last year!"

"It wouldn't have done you much good," said one of the crew from the boat we first tied up to. He had come over to my boat when he first heard the rantings and ravings of my friend. "Protest committee decisions, even District Appeals decisions, are not binding precedents on local decisions. 'Case law' is a concept that only applies on the national level. In other words, only USYRU Appeal Decisions have any real authority as interpretations of the racing rules."

He looked and sounded like a New York lawyer. His skipper introduced him to us as his tactician.

"Well, even so," said the skipper of the 27-foot ultra-light, "I think the decision was way out of line."

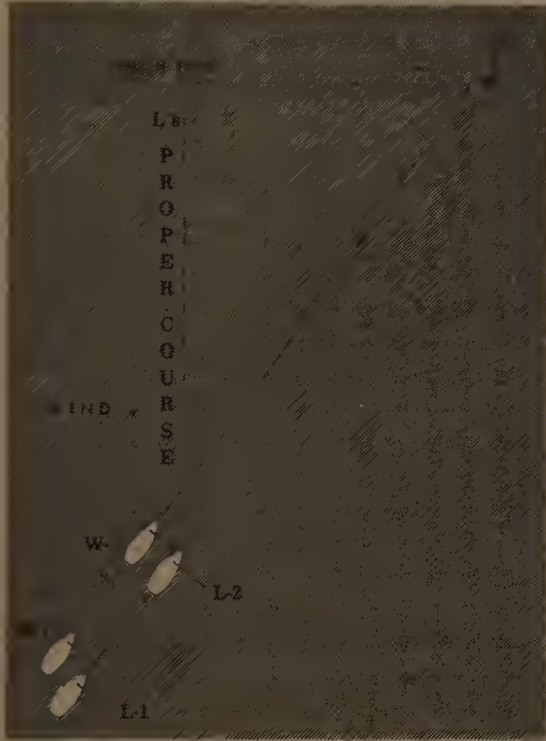
"I don't agree with you," said the tactician with a grin, "because I was chair of the committee that made the decision."



APPEAL No. 224

YELLOW SLUG vs. RUBIN DUBIN

Definition of Proper Course
Windward Yacht Keep Clear, Rule 37.1
Limitations on Rights of a Leeward Yacht,
Rules 37.3 and 38.2
Curtailing a Luff, Rule 38.5
Sailing Below a Proper Course, Rule 39



(My friend was in trouble now!)

"Let me tell you why it was the right decision," he continued. "According to USYRU Appeal 223, a yacht is 'disabled' whenever its speed is reduced or its maneuverability is impaired. Now, how can speed or maneuverability be impaired any more totally than when a boat is caught on an anchor line for four minutes? The Appeal even states clearly that a collision is not a necessary condition for a yacht to be disabled. And if the incident occurred through no fault of the yacht disabled, which was our finding, then they're entitled to redress!"

The other skipper shook his head skeptically.

"I wouldn't have agreed with this decision either," added the protest committee chair, "until I read that Appeal. In fact, I still don't really like the interpretation of 'disabled' that the Appeal presents. It seems to open a large grey area. But second guessing the Appeals Decisions isn't the job of the protest committee. We have to apply the rules as written and as interpreted by the USYRU Appeals, whether we like them or not. There are other Appeals Decisions I don't especially like — 210 and 191, for example. Anyway, last

month's decision might be appealed, which is fine with me. We'll be able to find out what our District Appeals Committee thinks. A good protest committee, in my opinion, should welcome the opportunity to be either backed up or corrected by the Appeals Committee on an important decision that depends on an interpretation of the rules."

"How long did it take you to memorize all the Appeals?" I asked, trying to keep the subject away from the controversial issue.

"It's all cross referenced by rule number, so if you keep your Appeals Book up to date, it's not hard to find the one you need. Actually, there are about seven or eight that I remember the numbers for, because they keep coming up again and again. 223 is a relatively recent decision, but this whole issue of redress comes up so frequently..."

"I don't suppose you'd be interested," I asked cautiously, "in telling us which seven or eight appeals are the ones you use so

and breaking overlaps at marks or obstructions, and when a yacht hailed for 'room to tack' replies 'you tack'. You need Appeal 32 if you want to apply onus of proof arguments in port-starboard crossings."

"Appeal 20 is another one of my favorites. This one says that if a yacht luffs a windward yacht up under Rule 38 (Luffing After Starting), then bears away sharply, the windward yacht has to keep clear of the leeward yacht's stern as it swings to weather! This is the same incident as IYRU Case 3, in which the leeward yacht is identified as *Bumble Bee*, presumably skippered by none other than Arthur Knapp."

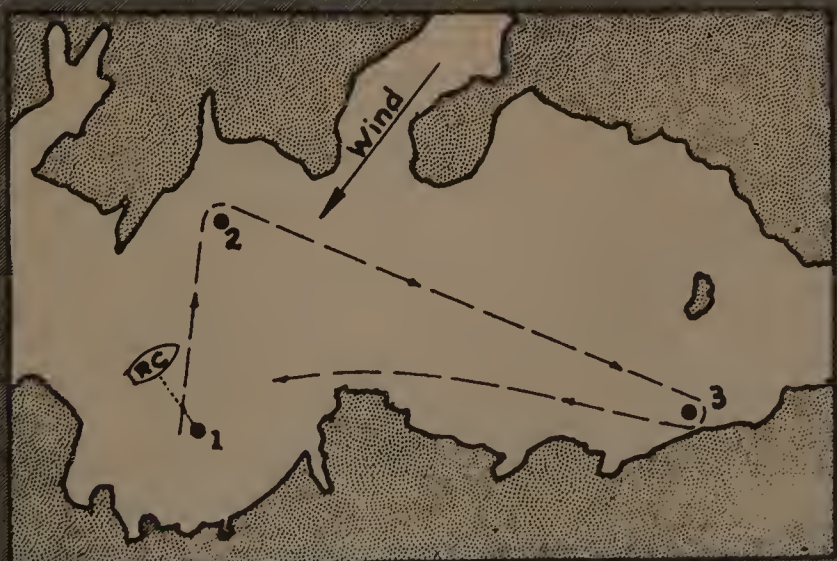
"What about proper course disputes? I was in two of those last season."

"Now, that's probably the most misunderstood racing situation on the Bay. Let's say a boat comes up from astern, and establishes an overlap on your leeward side. Then the boat to leeward wants to sail just a little bit

APPEAL No. 84

Definition of finishing Request for Redress from the
Race Committee, Rule 68.5

Sailing Instructions may not Alter a Definition, Rule 3.1(a)



often?"

"It's pretty obvious if you look at the typical protests that are filed. Appeal 32 is one of the most frequently used. That's the one that puts the burden of proof on the port-tack yacht in opposite tack crossing situations."

"Don't the rules specify onus of proof?" asked my friend.

"Only for tacking too close, establishing

higher, so you converge. Do you have to luff up to avoid the leeward boat?"

"No," answered my friend. "The leeward boat doesn't have luffing rights, so you can't be forced up above your proper course."

(I suspected a trick question, so I kept my mouth shut.)

"Wrong!" said the tactician, with obvious satisfaction. "When a leeward boat comes from astern, it has no right to luff above its

APPEAL No. 194

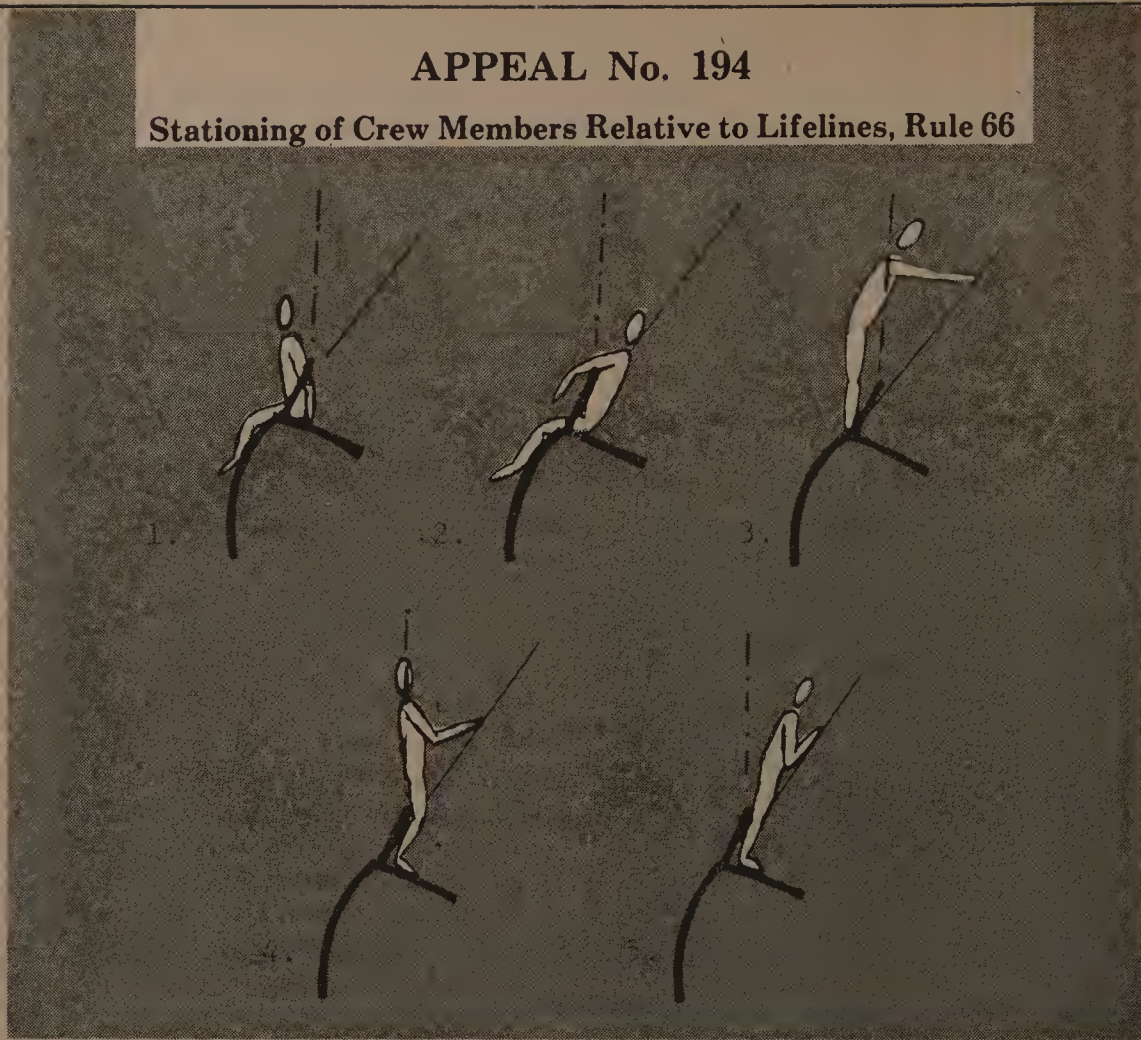
Stationing of Crew Members Relative to Lifelines, Rule 66

own proper course, because the 'mast abeam' condition exists from the moment the overlap begins. But a leeward yacht always has the right to come up to its own proper course. You see, 'mast abeam' only limits a yacht's right to luff above its own proper course."

"So then how can the windward boat be forced up?"

"I'll tell you how. Proper courses are not necessarily the same for the two boats. If the leeward boat wants to sail higher (and has a good rationale for sailing higher and applies it consistently), then windward has to go up to keep clear. The leeward boat is allowed to sail its proper course, even if that means the windward boat has to go above its own (different) proper course. Appeals 74 and 127 are good examples of proper courses that converge. In both cases, the windward yacht has to go above its proper course to let the leeward yacht sail its own higher proper course.

"224 is another example, where the proper courses conflict by a much greater amount. This was my appeal, in fact. I was sailing *Yellow Slug*, a Lido 14. The windward boat wanted to finish at the wrong end of the line, and wouldn't allow me to come up."



start where the first mark is on the other side of a large land mass? I know that after the starting signal, you can't deprive a windward yacht of room at the starting mark by going above the compass course to the first mark. Is it the course that goes straight to the mark, right through the land mass, or the course

line course to the first turning point after the ..."

"Tillers to starboard!" We were interrupted by frantic screaming. "Everybody put your tiller to starboard!"

We looked around, and saw that the entire raft had rotated so that the single anchor line threatened to go under another boat's keel. We all put our helms over, and the whole conglomeration slowly re-aligned itself with the current.

The tactician resumed his run-down of the most useful appeals.

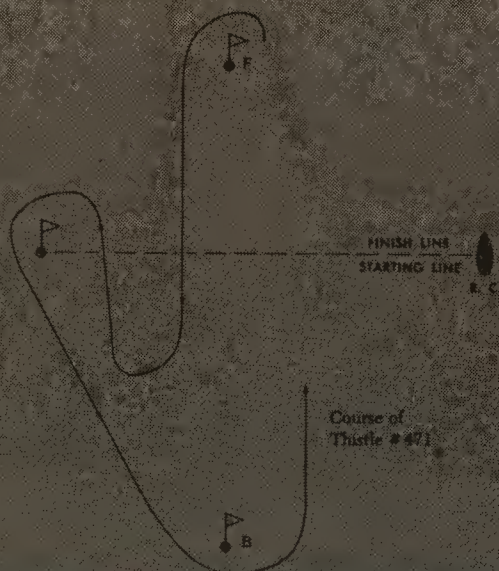
"Sometimes there are two appeal decisions that seem to conflict with each other, and it's important to note these pairs in your Appeals Book. 210 and 153 are one example. In 210, two Knarr's collide in a port-starboard, and the port tacker retires with serious damage, without showing a protest flag or filing a protest. The Appeals Decision supports the Protest Committee's disqualification of both yachts under 33.2, because neither of them flew a flag or acknowledged fault. Their argument is that retirement with damage is not necessarily the same as retirement in acknowledgement of fault."

"That doesn't sound right, in such an obvious situation," I said.

"Maybe not. But that's what the Appeal decision says, and I have to use that decision as guidance for interpreting whether a yacht that has returned from a race has acknow-

APPEAL No. 118

Ambiguity in Sailing Instructions, Rules 1.5 and 3.1 Sailing the Course, Rules 51 and 51.4



He talked at some length about his appeal (apparently one of his favorite subjects) until I asked a question about a starting line situation I had been wondering about.

"What happens," I asked, "at a reaching

that goes around the first obstruction you need to pass to get to the mark?"

"That's a good question. Appeal number 84 comes closest to answering it, even though it deals with a finishing situation. As I see it, 'compass course' means the rhumb-

ledged fault. In an earlier appeal — I think it's 153 — a protest after a collision causing serious damage is found to be valid, even though no flag was shown at all!"

"Interesting."

"Then there are cases like 118, which says that under some circumstances it's okay to

and the race committee fails to make all the recall signals properly, you can interpret that absence of recall signal as confirmation that your part was proper."

"Wait a minute," I protested. "Don't the sailing instructions usually say that 'Nothing shall relieve a yacht of its obligation to . . .'"

right of way yacht from obstructing another yacht which is trying to keep clear. 157 is the one I have to refer to most often — it says you can't follow a wind shift if you're within two lengths of the other boat, and the course change would obstruct the other boat. Never, ever, sail a match race without being totally familiar with Rule 35 and all the related appeals!

We all exchanged some gossip about various protests that we had been involved in over the last few seasons. Meanwhile a few of my crew had returned, so we served lunch. There was no sign of wind anywhere, and it was beginning to look doubtful that we'd be able to start a race at all, let alone finish one. At least it was a warm, clear day. A lot of pale skin was being exposed to the sun for the first time in months.

"Do you have any suggestions for someone who wants to learn the rules really well?" one of my crew asked the tactician.

"The main thing is to order a set of appeals, and read them cover to cover. Whenever you get to a reference to a specific rule or appeal number, track it down to see exactly what it says. Make your own notes in the margins, underline key phrases, and write a one or two sentence synopsis of each case, for your use only. By the time you're through the Appeals Book, you'll be an expert."

"How long does that usually take?"

"I took about four months to go through them the first time, reading them while commuting on BART."

"I don't know if that's really the right approach to the sport," commented the skipper of the 27-footer. "Learning the rules is fine, but I think we already have too many 'sea lawyers'. The race should be won out on the course, not in the hearing room."

(There was more than a hint of sour grapes in this remark).

"If I thought that all the racers out here knew the rules," said the tactician. "I'd agree with you. But the fact is, the rules are widely disregarded, mainly due to ignorance. The only way for this situation to ever improve is for the competitors to exercise their right, even their obligation, to protest. I think it's poor seamanship not to when you think you've been fouled. It's unfair to the ones that observe the rules!"

"Yeah, but these are just Midwinters," said one of my crew.

"You know what bothers me the most?" he responded. "It's when people say, 'Why

APPEAL No. 46

Giving Room at Obstructions, Rule 42.1(a)



'unwind' after sailing through a restricted start/finish line, and 194, which has diagrams for legal and illegal positions for crew on the windward rail. Appeal 46 (and 192) can be very valuable in starting line approaches. It's the one that establishes the right to be given room to go below a 'wayless' yacht. 137 is useful whenever someone claims that the 'hold your course' hail is anything more than a courtesy."

"Appeal 208 is especially valuable. This one says that if you're over the line early,

"Doesn't make any difference. Sailing instructions can't alter a rule without specific reference to it."

"191 is the other decision I mentioned that I have trouble with. It says that if an outside boat hails 'no overlap' at a mark, the inside boat can rely on that hail to immediately alter course to go outside, and if there's contact, it proves that an overlap really did exist, so the outside boat is at fault."

"Then there's a whole series of appeals relating to Rule 35, the one that prevents a

are you protesting? This is only a Midwinter race — we're just out here to practice and have fun.' Well, I think that's all the more reason to go through with a protest. The process needs to be practiced just like any other part of racing, and it's a chance to learn the rules in a setting where people don't take the results too seriously. What's going to happen in the summer, when . . ."

BANG! . . . BANG!

There were two guns from the committee boat, and a cheer when up from hundreds of becalmed racers. The wind ripples were just beginning to show on the otherwise glassy water surface, and a dark blue wind line was rapidly closing in from the north. Crew were running through our cockpit in both directions trying to get back to the right boat. Radios were turned off, beer was put away, sails started to go up, and finally the raft began to break up.

"We're within a hundred yards of the Committee Boat!" shouted the tactician.

"Protesting needs to be practiced just like any other part of racing."

"We can't afford to wait any longer — let's get the anchor up right now!"

"Relax," I said. "Nobody would protest you for being too close to the Committee Boat while you're obviously trying to raise your anchor."

"Don't bet on it. A few years ago I was on a committee that threw out ten J-24's from one race for violating the starting area restriction. If any of them see me on this boat, they wouldn't hesitate a second!"

He ducked below to make sure he was out of sight until they were clear of the starting area, while we took our lines and drifted astern.

"Live by the sword, die by the sword," I thought to myself.

But he has a good point. See you out there — and be careful!

— max ebb

(You can get a copy of the appeals from the US Yacht Racing Union, Box 209, Newport, RI. If you're a member, send \$7.50 for the appeals and an extra \$7.50 if you want a special binder to hold them. If you're not a member, send \$10 for the appeals and \$10 for the binder. You can also get a copy of the racing rules for just \$5 more, and it doesn't matter if you're a member or not at that price).

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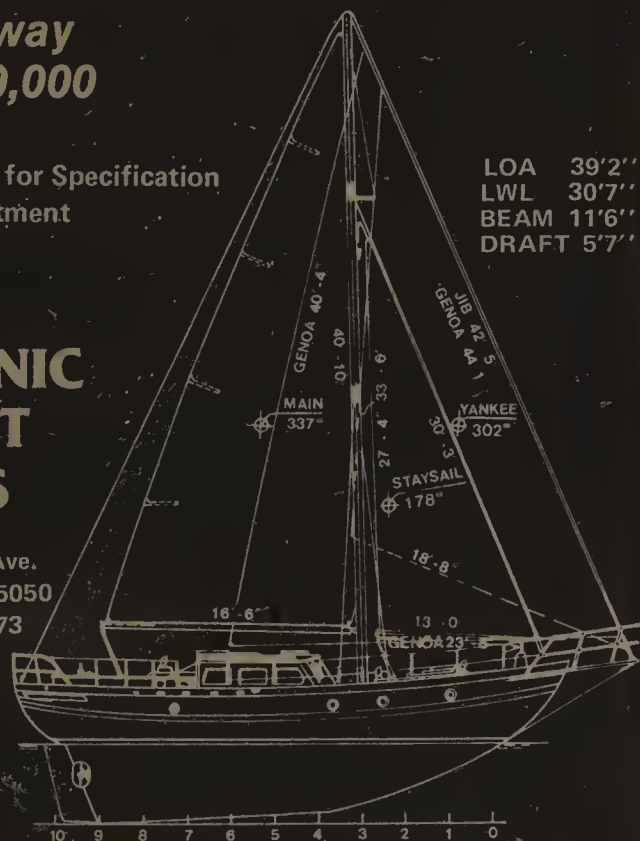
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PRESENTING "GRACE"

She's a 1977 Phillip Rhodes Traveller 32. A double-ender with tiller steering, full keel, cutaway forefront, cutter or sloop rigged, teak decks, generous use of teak throughout, sleeps 6, large storage including dual hanging lockers & is in excellent condition.

The offering of "GRACE" for sale truly represents the best offer you'll ever come across for a boat that is ready to go cruising now! By that I mean bring your clothes, your food and nothing else is required. The equipment list that follows will convince you. The best part is she is in Kaneohe, Hawaii so you can move aboard, sail the islands this summer & move on to the Marquesas & Tahiti this fall. You even get a slip in Kaneohe for 3 months included as well as familiarity sailing lessons if desired. If you prefer, arrangements can be made to deliver her anywhere on the west coast of the U.S. She was hauled, cleaned & painted in February, 1983.

Her measurements are: LOA 32'1", LWL 27'1", BEAM 10'2", DRAFT 5', DISPLACEMENT 15,200-lbs, SAIL AREA Cutter 561 sq. ft.

Capacities are 1 - S/S 50 gal. wtr, 2 - 25 gal. flex water, 100 gals total, 2 - 40 gal. black iron fuel.

A 27 h.p. Isuzu diesel auxiliary provides 500-mi range at 6 knots.

Creature comforts include: 3 burner Shipmate gimbaled kerosene stove with oven; Shipmate kerosene cabin heater; 100-lb ice chest with separate cooler, 2 Dutch brass oil lamps, custom gimbaled teak table, S/S sink w/foot operated fresh/salt water pumps, separate head, Sony AM/FM cassette stero, 13" Hitachi color TV, electric cabin fan, pots, pans, eating utensils, custom DeWitt full dodger & awning with zippered roll up windows, cockpit cushions & folding bicycle.

Other equipment includes: Monitor windvane, Autohelm 1000 autopilot with windvane sensor, Walker 402 SatNav, TI 9000A Loran C, Horizon USA 55 channel VHF, Coastal Navigator RDF, Zenith Transoceanic short wave receiver, Northern 570 SSB marine radiotelephone (not installed), Heathkit depthsounder, Chelsea brass 6" captain's clock and barometer, Walker KDO taffrail log, Heathkit 175 watt A/C power inverter, Hezzenith sextant, set of HO 229 charts for Hawaii U.S. west coast Washington to Mexico, 2 - 180 amp hr. marine batteries, 55 amp alternator, Gemini 6" compass, 5" antique lifeboat compass, hand bearing compass, Honda EM500 portable generator, burgler alarm, Metzler Maya inflatable dinghy with TAS 2.5 hp outboard motor, 1 - Edson manual, 1 - Whale Gusher manual 1-1750 6 gph electric bilge pump & spares including halyards, rigging components, all pump kits, engine, spreaders inset, electric, windvane, etc.

Rigging includes cutter to sloop disconnect on stays'l forestay, custom running backstays operated from the cockpit, jiffy reefing, boom vang, spinnaker & whisker pole track car, Barlow st primary winches, double teak spreader rig, & all through hull rigging connections backed with custom S/S plates.

Sails include: Yankee, stays'l, mainsail with 3 reefs, 180% genoa, cruising spinnaker & storm jib, all with custom DeWitt sail covers.

Ground tackle includes: 1 - 35-lb CQR with 40-ft 3/8 chain & 350-ft 5/8" rope, 2 - 30-lb Danforths, 300-ft 3/8" chain for either type of anchor, Simpson 510 manual windlass.

Safety equipment includes: Narco 600 EPIRB, 6-man USAF liferaft, Sig II custom survival kit, 25mm offshore flare kit, complete prescription medical kit, 4 lifevests, 1 - Atlantis Fastnet inflatable safety harness, m.o.b. horseshoe with strobe, 2 manual/1 auto. engine fire extinguishers. All equipment is in perfect working order & recently inspected if applicable.

I sailed "GRACE" to Hawaii in Oct/82 with the intent of cruising for 1-2 yrs. A change in plans forces me to sell her. The price I'm asking represents less than it would cost you to buy a traveller and the equipment listed above, not to mention the 18-months of intensive labor that went into making her a 1st class cruising sailboat. If you are seriously interested in going cruising and are prepared to purchase a boat, I will be happy to show her to you. I've current photos that you may come and see.

And last, the price: \$65,000.00.

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SOUTH PACIFIC MILK RUN:

Having enjoyed the big festivities of Bastille Day (July 14) on Bora Bora, South Pacific Milk Runners will begin to longingly turn their heads toward their next stop, the Cook Islands. What with all the canoe races, Tahitian dancing contests, the Miss Bora Bora contest, the bike races, the games of chance (win 5 gallons of kerosene or a teddy bear), sailors begin to relish the thought of hoisting sail.

The Cook Islands are an independent nation of fifteen widely scattered small islands, ranging between 8° South and 23° South. The distance from Bora Bora, Maupiti, or Mopelia to Rarotonga, the capital of the Cooks, is a little more than 525 miles. With cooperative breezes, it should be about a 4-day passage for most cruising boats. The average wind is about 15 knots from the east, so that passage often promises to be a comfortable broad reach. Since Rarotonga is just south of the southern limit of the SE trades, you can expect more variables, calms, and squalls as you approach the island.

It seems that anytime there are islands in the path of a popular sailing route, yachties will crash on them. Mauke, Mitiero, Atiu, and Takutea are no exception. If you sail on



A friendly old woman of Aitutaki.

a direct course from Bora Bora to Rarotonga, you'll pass Mitiero — only 90-ft at the top of the tallest coconut tree — only 5 miles off your starboard bow. At the same time, Mauke — 140-ft tall — will be only 16 miles off your port bow. Some 25 miles later, your course will take you within 9 miles of Atiu — 370-ft — at which time tiny Takutea — 75-ft tall — is only 14 miles to the NW. None of



these islands have anchorages or harbors.

Why the problem? The same venturi effect that increases the currents through the Tuamotus occurs here. Anywhere that you come up to several islands together, the current intensifies as you near the islands, doubling or tripling in velocity.

The average lucky scenario goes like this: you take several shots in the afternoon planning to pass to port of Mitiero and Atiu and starboard of Mauke. You keep a close deck watch all night, but see nothing. At sunrise

you are shocked to find Atiu very close off your port bow, not starboard. The old killer current has been at work again!

The unlucky scenario finds you striking the reef of one of these islands just before dawn, then struggling to get ashore through the pounding breakers and jagged coral as your boat is smashed into tiny pieces. You then join the ranks of the quick returns, flying home. The way to avoid disaster is to slow down so you pass these islands during daylight, and to be as accurate as possible in

THE COOK ISLANDS



and cruising yachts on the reef attest to that.

Rarotonga's main harbor is Avatiu Harbor, located in the center of the north side of the island. Since space is very limited inside

JOHN NEAL



A loop-de-loop coconut tree.

the harbor, the visiting yacht must be prepared to pull anchor and move around to let the trading boats come and go. As inconvenient as this may seem, the courteous cruiser understands that local boats always have priority. Avatiu is wide open to the north, so when the wind shifts to the north — this happens maybe 2 days out of 10 — you may have to leave the tiny harbor to keep from being crushed among the interisland trading boats or the shutter pilings that form the bulkhead on the inside of the harbor. Hurricane season is November thru March, at which time you don't want to be anywhere in the Cooks.

Because of the shortage of harbor space in Avatiu, yachties are only given a 14-day visa while passengers arriving by plane get a 30-day visa. There is a charge for staying in the harbor, sometimes as much as 50 cents per foot per day. Make sure you ask the harbor master what the charges are *when* you check in. It's not necessary — or even possible — to obtain a visa prior to arriving in the Cooks. However there is a New Zealand representative near the Post Office, and if you're one of the many Milk Runners continuing on, you can apply for a Kiwi visa.

Since the harbor situation is so tentative, it's wise to do your provisioning and refueling as soon as you arrive and save your sightseeing and exploring for later. Fortunately this is one of the cheapest ports in the Pacific to re-provision, and features a wide

DOUGLAS WILDE

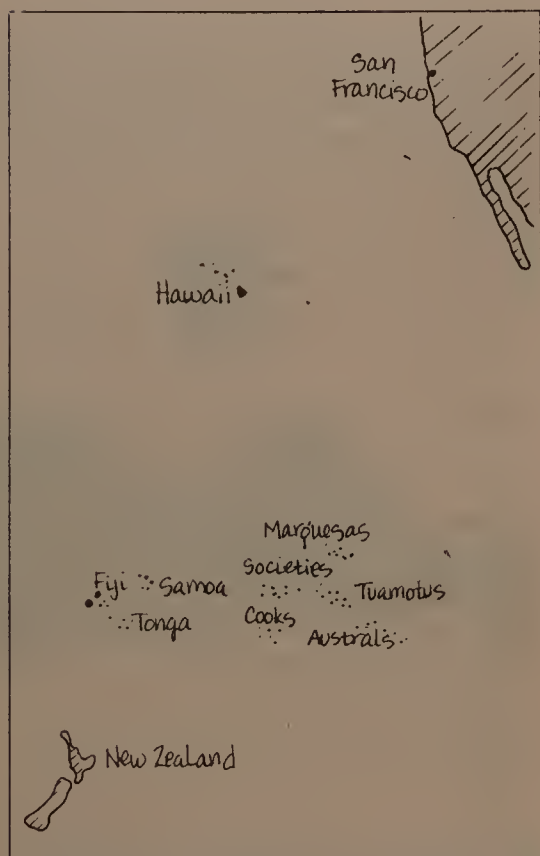
The Hans Christian 43, **Redhawk**, anchored off Mauke during a recent cruise.

your navigation. Because of these erratic currents, many boats headed to the South Pacific are carrying SatNavs.

Once you've passed the last of these islands, it's only 55 miles to Rarotonga. Viewed from the seas, Rarotonga is a dramatic, rugged, richly green island that looks

somewhat like a smaller version of Moorea. Although only 7 miles by 4 miles, Raro is 2100-ft tall and can be seen under ideal conditions from as far as 40 miles. However in cloudy or squally conditions such as I encountered during my first visit in 1975, it could not be seen from as little as 5 miles away. In such cases, the 350-mile range RDF beacon (352, RG identifier, 21° 12'.2 South, 159° 49'.2 West) is very helpful. As with any landfall, you should not approach at night. The remains of several fishing boats

MILK RUN:



A year into the Milk Run, we've been through the Marquesas, the Tuamotus, the Societies, and now the Cooks.

selection of canned, dry, and frozen goods from New Zealand. Right across the street from the yacht harbor is a wholesale grocer who gives good discounts to yachties and if you buy enough, will even deliver them to the dock.

There is a new supermarket in Arorangi — four miles west of the harbor. It's appropriately called "Moneysaver" because some of the New Zealand products can be had cheaper than in New Zealand! There is a public fruit and vegetable market in town across from the Post Office. Depending on what's being harvested that day, you can occasionally find some excellent values here.

The main exports of the Cook Islands are fruit and fruit juice. Often times the cannery near town will sell yachties dented cans of juice or fruit salad for a fraction of the normal cost. For sailors who enjoy a little alcohol in their fruit juice — or fruit salad — the government liquor store just past the yacht harbor has duty-free booze at bargain prices. Other duty-free stores in town sell attractively priced radios, cameras and calculators.

Good water is easily available along the harbor wall. For large quantities of fuel, a truck will come to the wharf if you can get your boat close enough. If you can't or don't need that much fuel, the easiest thing to do is

hitch-hike the half mile to the only gas station in town. After filling your jury jugs, flag someone down heading for the harbor and off you go! Flagging rides is no big deal in Raro as the people are very friendly. In fact it's quite common to have cars or trucks stop and ask if they can give you a lift, even if you're just walking a short distance to town.

If you've got to haul your boat, you've got a problem because there are no facilities in Rarotonga.

With the basics of provisioning and refueling out of the way, Milk Runners can feel comfortable about commencing exploration! As already indicated, it doesn't take long to discover that Cook Islanders are some of the friendliest and funniest people in the world. If you're walking on the road out of town, it's commonplace for people to call out from the doorstep of their homes: "Kia Orana", meaning 'may you live on'. Or "Where are you going?" Although not as wealthy as their Tahitian or Maori relatives, they are a happy group of people.

Yankee, a 96-ft brigantine. Besides the wreck, the government offices, a bargain dental clinic, pharmacy, main shops, the dance halls, and the movie theatres are all located here.

Right in the middle of town is the infamous Banana Court Hotel. The hotel is very funky, and the dancing to live music is notoriously wild and loud! After the Banana Court closes down at midnight, the entourage of die-hard partiers and dancers weave their way up a back road to the Happy Valley Disco. Once an old packing shed, colorful tin-foil now wraps coconut logs that hold the roof up and flashing lights are everywhere. With the lights as low as the music is loud, and a crowd of fuel partyers, it rocks out.

If you don't have bikes on board, you can rent some for a few dollars in town and explore the island. There is a road that circles the island along the coast, and also the re-

DOUGLAS WILDE



Tricky currents combine with the low-lying islands to be the death of many yachts and fishing boats.

Linked by free association with New Zealand, the Cook Islands are a self-governing nation. The population is about 18,000, but it is declining. More Cook Islanders now live in New Zealand than the Cooks; they're attracted to the bright lights and better jobs.

The main village on Raro is Avarua, and on it's main beach lies the wreck of the

mains of an old road, the "Ara Metua", that partially circles the island inland. If you're really lazy, you can rent a Honda 50 for a few dollars more and do your exploring that way.

On your trip around the island, make sure that you stop at Ngatangia Harbor. On one side of the road is a beautiful old church, and on the other side a sign proclaiming that 8 large Maori sailing canoes departed this harbor to discover New Zealand around 1350.

THE COOK ISLANDS

This small harbor used to be the best anchorage in the Cook Islands and a photo

vernment, this after having been a research doctor for NASA for many years. His political aspirations were fulfilled a few years later

JOHN NEAL



from the 1900's show three large schooners anchors together here. However runoff from the farm lands above have silted the harbor terribly. In 1980 we anchored *Mahina Tiare* in this harbor — the first yacht to do so in several years. We only draw 5-ft and there was just 6-inches of water beneath the keel where we anchored.

Just a half-mile down the way is lovely Muri Beach, surely one of the finest white-sand beaches in the Pacific. The Muri Sailing Club is here and if you stop by on a weekend, you may get a chance to participate in one of the local races. These are hair-raising affairs in which you must dodge coral heads and sand bars! Further down the road is the Rarotongan Hotel, the largest on the island. It's a nice place to stop for lunch or a game of tennis and a swim in the lagoon.

If you see a tall, well-dressed part-Polynesian man around the harbor chatting, asking questions, and looking over the yachts, it's probably Sir Tom Davis, the Premier of the Cook Islands. Davis sailed from New Zealand, to Raro, to Panama and Boston to take a fellowship at Harvard Medical School.

I first met Dr. Tom — as he's locally referred to — at the harbor in 1975, when his seaworthy old cutter was tied up alongside my boat, *Mahina*. He explained that he'd just sailed back to Rarotonga to lead the opposition party against the then current go-

Rarotonga's big port, Avatiu Harbor, as you can see is very small.

when he became the Premier, and more recently was knighted by the Queen.

When I last spoke to Dr. Tom, he was thinking of having moorings placed off Avarua, so that yachts could be moored fore and aft in the open roadstead. This would reduce the heavy demands on the tiny harbor of Avatiu. I don't know if that's happened or not. Tom has since sold his old cutter and now has a small fishing boat. There's not many countries you can visit where you can engage in dock talk with the Premier.

If you're planning to visit Aitutaki, 130 miles north of Raro, be sure to pick up an aerial postcard of the pass, as the U.S. chart of the pass is quite inaccurate. Leave for Aitutaki in the early morning, so you'll arrive off the pass entrance with plenty of daylight the following day.

Last year a singlehanded friend of mine left Raro in the late afternoon, planning to heave-to the second night and enter the pass the following morning. I told him about the strong currents I had encountered when approaching Aitutaki in 1975, and warned him to be very careful of the southern reef. It extends out five miles and is submerged and difficult to see. He was ten miles closer to the island than he thought when he hove to, and

that old killer current got his boat. He woke up as he boat was surfing through the breakers. Before he could start the engine, a coral head came crashing through the hull and a bulkhead. The next morning he managed to get ashore in his Avon. I heard about the accident over the radio and left Raro as soon as I could. By the time we arrived at Aitutaki, there wasn't much left of his boat. He flew home with his sextant and EPIRB.

There is an excellent continuous 250 mile range RDF beacon at the airport on Aitutaki. Frequency: 320. Identifier: AI. Location: 18°19'.6 South, 159°46'.6 West. Aitutaki is also a port of entry for the Cooks. The entrance pass through the reef and lagoon is 3/4 mile long; a boat drawing 6-ft will bump several times on the sandy bottom. The current is always ebbing, and the tidal range is about 2-ft here.

I installed the VHF radio off my friend's wrecked yacht in the Harbormaster's office. If you call over Channel 16, the beautiful harbormistress Noni, might return your call, direct you to the entrance, and advise you of



DOUGLAS WILDE

Swatting for coconuts in the Cooks.

the state of the current. More than likely, however, there won't be anyone in the office and your calls will go unanswered. This is paradise, and things don't always happen ef-

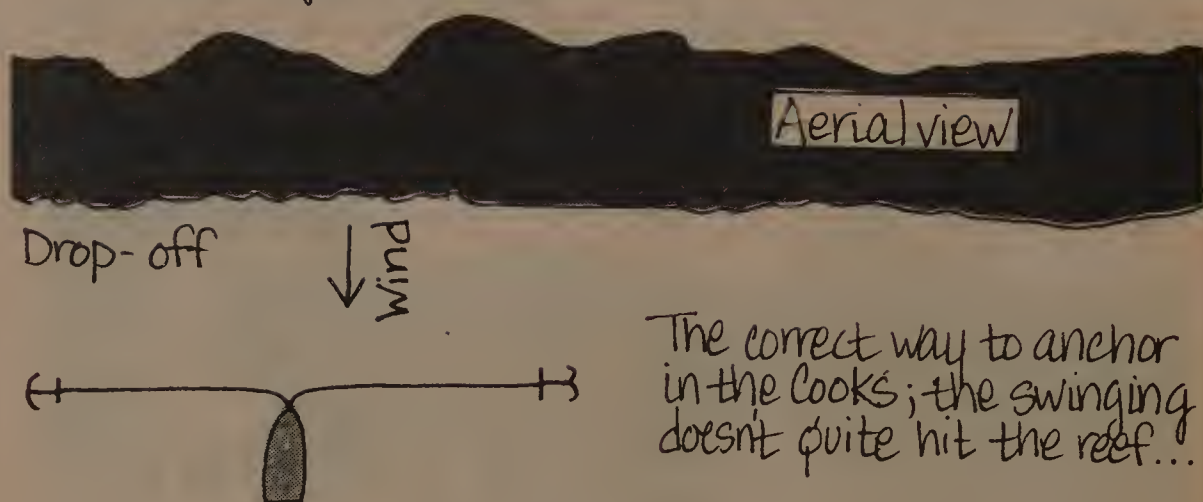
MILK RUN:

ficiently in paradise.

Sometimes when you arrive off the pass there will be local people fishing in outboard motor boats near the entrance to the pass and you can wait, follow one of them in. If you have a dinghy that will motor at more than five knots — current is often 5-6 knots at max ebb — you can send one person in with the dinghy to check the pass and channel while the yacht stands off. The anchorage off the entrance is deep and the bottom is covered with huge coral heads.

As I said, the U.S. chart of this pass is inaccurate, so don't go by it! After finding out from the tide tables the state of the tide and current, have at least one bow lookout to spot the channel. There are only occasional sticks in the coral to indicate the edge of the pass, so you must watch the shallows carefully. The pass ends up in a small protected harbor, alongside an earthen pier. Sometimes yachts are allowed to tie up inside the harbor, but if a freighter is expected you'll be asked to anchor in a small basin off the southwest end of the pier in 10 to 15 feet of water. It's a good idea to anchor with two bow anchors and one stern anchor in this location, as there isn't much swinging room and there are many coral heads.

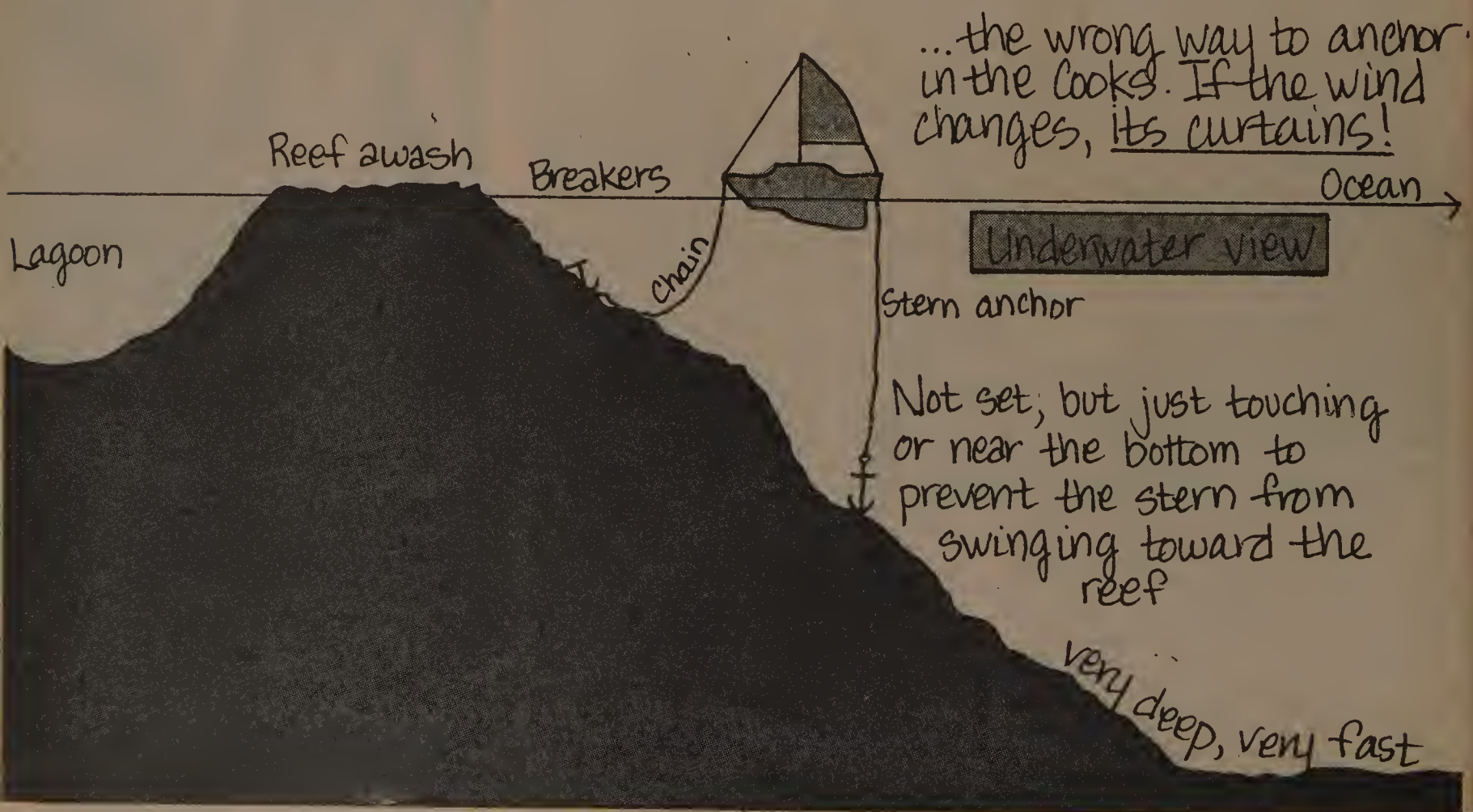
Inside lagoon shallows



Anchoring off islands like the Cooks can be tricky. The diagrams on this page show the good and the bad way to attempt it.

After all of these horror stories, this must be some island for us still to recom-

mend it. You're right! The people on this island are famous for their friendliness and hospitality. The women are among the most beautiful in the Pacific, and the dance teams always win the Polynesian dance competition in Raro and Tahiti.



THE COOK ISLANDS

Month	Passage	Distance	Days	Average Wind	Point of Sail	Comments
July	Societies to Rarotonga	525 miles	4	ENE-SE 10-20	Broad Reach	Watch out for Mauke Mitiaraga Atiu
August	Rarotonga to Aitutaki	130 miles	1	E-SE 10-20	Reach	Check weather at Raro Airport
August	Aitutaki to Palmerston	185 miles	1½	E-SE 10-20	Run	Time arrival around Noon

Every Friday night is Island Night at the Rapae Motel — about a mile from the harbor — don't miss this for anything! There is excellent Polynesian dancing and outrageous music. Also, be sure that you visit one of the churches Sunday morning, to hear the beautiful Polynesian hymn-singing.

The priest in the small Catholic church is Father George, a Dutch priest dearly loved by the local people and visiting yachts. Father George always wanted to be a sailor.

fishing trips around the lagoon.

Before you know it, you're allotted time will have passed and you must sail on. You'll remember Aitutaki and the Cook Islands as one of the friendliest places on this Planet!

From Aitutaki Milk Runners have several options:

1. Sail to the Northern Cooks, Manihiki and Rakahanga, a 500-mile beam reach to

1860 by an Englishman and his four Cook Island wives. There are about 50 Marsters living on Palmerston today, and only two or three yachts stop here in a year. Here, as in Manihiki and Rakahanga, you must anchor in the open ocean, off the reef. If the wind changes you must leave at once, or lose your boat. This is still a fascinating stop for a day if the weather is perfect.

Before leaving the U.S. you may want to try and find some of the following classic old books about the Cooks: *Doctor to the Islands*, by Dr. Tom Davis, the Premier of the Cooks, an epic sea story of sailing from New Zealand to Boston during the hurricane season with two small kids onboard. The following books were written by Robert Dean Frisbie, an American who moved to the Cooks in 1927: *Island of Desire*, *Mr. Moonlights Island*, and *The Book of Puka-Puka*. Also interesting reading: *Island to Myself*, Tom Neil, and *Sisters in the Sun*, by Helm and Percival, a story of Palmerston and Suvarrow islands.

Summary: The Cook Islands rate



'Milk Run' milkbottles out of a possible five. The people are sensational, the islands are beautiful. But the anchorages are shaky.

— john neal

Next month the Milk Run spills down to Niue, a tiny nation of only one island and 3000 people, and then on to the magical kingdom of Tonga, ruled by a 450-lb monarch who lives in a funny old wooden palace and has Big Mac attacks.

JOHN NEAL



and wants every visiting yacht to fill a page in one of his scrapbooks. He loves taking yachties on tours around the island in his rusty old Datsun pickup. He's a totally delightful person — very much at peace with his surroundings.

Take time to also meet Matai Simeona, the CAO (Chief Administrative Officer) who lives in the large white house next to the wharf. Matai is an excellent fisherman, who dreams of building a Polynesian sailing catamaran to take the few guests that come to the motel on the island for sailing and

Ngatangia Harbor, all too typical of what has to pass for a 'harbor' in the Cooks.

the north. These islands may see only one yacht in 12 years, and when you see the anchorages, you'll know why!

2. Sail to Suvarrow, 385 miles to the NW. This island does have an entrance into the lagoon, and the empty house of Tom Neil, a hermit who lived alone on the island until his death four years ago.

3. Sail to tiny Palmerston, 183 miles WNW of Aitutaki. Palmerston was settled in

BILL TRASK & THE FAMILY TRADITION

Almost as long as sailboats have raced San Francisco Bay there's been a member of the Trask family near, and frequently in, the



winner's circle. This tradition was started back in 1940 by H.B. 'Bill' Trask of Oakland. Today it's being carried on by his son Don [see accompanying story in April Issue], and grandson Jeff. By the time Jeff rinses the Bay saltwater off his body for the last time, it's likely Trask's will have been hauling in sailing trophies on the Bay for nearly a century.

Bill Trask, now a vibrant 80 years, started sailing back in the days of wooden boats, manilla line, and cotton sails. Long a fixture at Estuary yacht clubs — the Oakland, Encinal and Aeolian — Bill has probably won more YRA Seasons's Championships than anyone. With typical modesty he denied the rumor that he'd won 25 YRA championships in a row. The truth of the matter is he'd slipped to second place four times during

In Hurricane No. 10, Bill crosses the St. Francis finish line first. In six years he slipped to second only once.

that quarter of a century.

Now at the age when ordinary mortals sit beside the fire and tell their grandchildren about the 'good old days', Bill has yet to hang up his Topsiders. In last year's Big Boat Series, for example, he was tactician on *Apogee*, which took a strong second in the Richard Rheem Perpetual.

If some of Bill's old competitors don't see him on the water quite as much anymore, they are just looking in the wrong direction. Bill's a swimmer, and as good a one as he is a sailor. Most recently he's been setting age-group records for 70-year olds, and gleefully

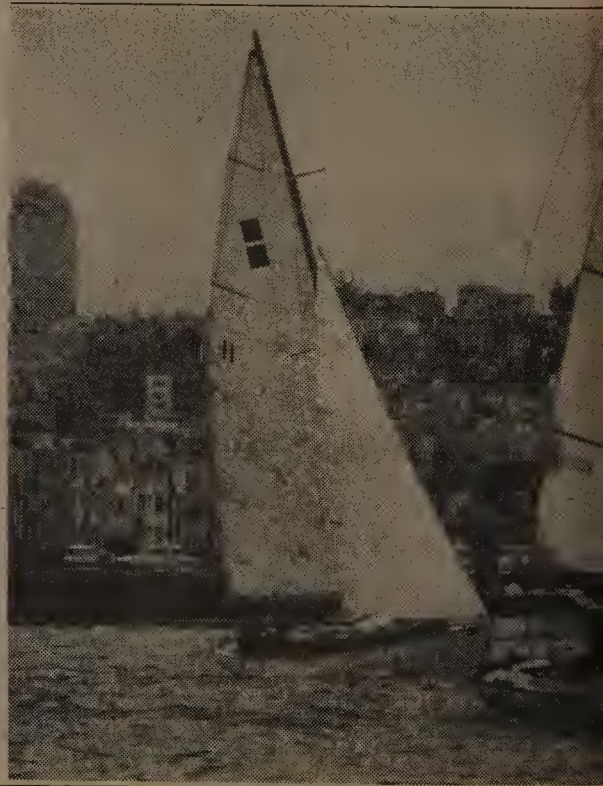
looks forward to this season when he can shoot at the octogenarian marks.

Bill's always been keen on physical fitness, with the emphasis on swimming. He took up rowing to accompany fellow swimmers on cross-Bay swims, and eventually made the transition to sailboats. *Chip*, a little double-ender design by Ed Monk of Seattle, was his first boat, and a group of Teak Lady sloops was his initial competition.

This was in the days when the Encinal YC was located on the south side of Alameda, out a long pier at the foot of Grand Street. Because top competitors John and Dinah Reiner berthed their Teak Lady at the Oakland YC on the Estuary, Bill joined that club too and berthed *Chip* there to continue the rivalry. George Reiner, a Teak Lady crewman, recalls that it wasn't so much a rivalry as a rout. By starting his longtime habit of sailing the course the day before the race in order to familiarize himself with the tides, Bill rapidly gained a reputation for making the correct tactical decisions.

After two seasons, Roy Ashley of Sausalito bought *Chip* so 17-year old Roy, Jr. could have a little fun before becoming draft age and heading off to war. Roy, Johnnie Ford, and some others not only had some good times on *Chip*, but made Sausalito a racing force with Bill's old boat.

To replace the Monk-design, Trask pur-





chased hull No. 6 of the famous — and still active — Bear class. He named the boat *Wiki*, which means 'quick' in Hawaiian. Was she ever with her new owner at the tiller! Bill attributes his success in the class to being able to learn from such excellent sailors in the class like J.A. Vincent, Joe McAleese, and Larry Kohler.

In 1943 Kohler was so outstanding that he not only won the season's championship with *Koala*, but won every single race. In 1944 Bill Langlais was the man to beat with *Trigger*. But in 1945 Bill Trask began to

Bill in the days of wooden ships, manilla line, and cotton sails.

show *Wiki's* transom to Vincent's *Pola*, Chris Gasparich's *Pagan Too*, and all the other Bears. Trask dominated this strong class until 1951, when he sold *Wiki* to Ed Brovelli of Napa. His new boat was a Hurricane, the first of his *Hoyden's*.

Of course no skipper wins without a good crew, and Celia, Bill's wife of 42 years, sailed with him all along. With the purchase of the 'big' Hurricane, Celia happily anticipated at

last being able to throw away the awkward foul weather gear that had been so necessary on little *Wiki*. It didn't take her long to discover that the Bay is the Bay is the Bay, and that even if a boat is a 30-footer, you're still going to get wet. But spray hadn't been all Celia had to contend with in the new boat.

Hurricane's are of course wood, and *Hoyden* had previously belong to a Fairfield man. Having sat in the hot dry sun of Solano County, the boat needed a lot of work. In fact, Bill recalls, the boat was in such bad shape that Celia broke into tears when she first set eyes on it. But a good crew bounces back, and Celia went right to work getting the boat shipshape. A short time later there appeared in a *Sunday Oakland Tribune* a picture of the Trask family preparing their boat for Opening Day, with Celia burning the paint off canvas decking and the then 12-year old Donnie clowning around on deck.

They finished work on *Hoyden* in time for the 'Little' Lipton Cup race, then sailed in Hurricanes because each club had a sampling of them. Bill walked off with the trophy, and even though he'd missed half the year's racing, still managed to finish second in the YRA season.

This, you'll have to remember, is back in the days when crews consisted of your brother-in-law, your daughter's boyfriend, and



BILL TRASK



the fellow next door. Things were different on *Hoyden*, however, as Trask probably had the first "factory team" (as they've come to be called), in the country. Everyone on the boat was an 'expert'. Son Don, then involved in the hot Snipe fleet on Lake Merritt, recruited some of the best young sailors on the Bay. Among them were Jim Jessie, Alan Clarke, Jim DeWitt, Bill Ormond, John Buestad, Mike Kelly, Hart Jordan, Stan Kintz, Austin Gibbon, Bob Hall, and Jules Voerge.

Again with typical modesty, Bill will tell you it was he who learned from them. No doubt Bay Pilot Alan Clarke contributed to the legendary Trask knowledge of tides and eddies, young Jim DeWitt offered lots of new sail shape know how, and each of the others had knowledge to offer. But I've spoken with these fellows, and they all have Bill ten feet tall, so it was likely a mutual learning proces.

As the years passed, Bill was not to fall behind in the latest racing techniques. Bob Klein remembers competing against Bill in the Mallory Cup eliminations. That year the round robin event was sailed off the Corinthian YC in Bear boats — which let's face it, don't all have the same speed potential. Having finished with the dog boat of the fleet, Bob was looking forward to the last race. But when the gun went off he found he could not get over the line! This had been the year the America's Cup had been reactivated, and Trask was holding, holding, holding, using 12 Meter tactics to keep Klein

Bill's wife Celia has crewed with him all through the years. Together they hold the Nunes' Bros. Bear Trophy.

from getting across the line. All Trask wanted to do was beat Klein, and he did. Match racing had arrived on the bay!

Although he later joined and defended cups for the perhaps slightly more prestigious St. Francis YC, Bill's primary loyalty remained with the Oakland, Aeolian, and Encinal clubs. As such, he is very proud to have won the Wallace Cup, which is just for East Bay boats, at least five times.

Although he only admits to being "helpful when it comes to local knowledge", it seems he's been right tactically so many times he can only remember the controversial exceptions. One of those was when he was aboard *Kialoa* during a Big Boat Series.

That year the boat was crewed mostly by Aussies, who are known primarily for their enthusiasm and independent spirit. Rounding Blossom Rock when the tide is flooding, there are only two ways to go if you're heading west. You can either bolt to the Cityfront or you can ride the 'cone' of Alcatraz right up to the Rock — but you can't change your mind halfway. Bill had committed *Kialoa* for the cone of Alcatraz, when the trailing *Windward Passage* split for the Cityfront. In their anxiety to cover *Passage*, the Aussies overruled the tactician and headed for shore — with the expected disastrous results.

Another sailing memory that still rankles him is of the famous Lipton Cup in which two Farallon Clippers hooked their masts on a spinnaker run. Most Bay sailors have seen the classic Diane Beeston print of the moments after contact. One boat was Trask's *Hoyden*, the other was *Circe*, the San Francisco YC entry sailed by Hal McCormack.

The little matter of a disputed overlap resulted in a long, long, protest hearing — much longer than most. It must have been a difficult task for the committee hearing it. To the crew losing it, especially when sailing for a club effort, and even more especially when you're certain you were in the right, must have been even harder. To this day Bill sputters at the memory.

The Farallon Clipper, *Hoyden II*, that he had sailed in the controversial Lipton



& THE FAMILY TRADITION



Cup, was actually his own, a replacement for the Hurricane. In those pre-fiberglass days 14 of the big, powerful boats sailed as a

Seventeen-foot **Chip** was Bill's first boat. He raced it in Division 17, the old "hell fleet".

class. Even though Bay giants like Theo Stephens on *Debit*, Ed Feld on *Delta Belle*, and Aldo Alessio on *Mistress II* sailed in the fleet, Trask's hull No. 10 was always a force to be reckoned with.

With the invasion of fiberglass boats a few years later, the Farallon Clippers ceased to have class standing. While some racers feel that one-design racing is the competitive way to go, handicap racing can be even more demanding because not only do you sail against all the boats around you, but the clock as well. But when the Farallon Clipper merged into one of the handicap divisions with many other designs, who do you imagine Bill says crews are the key to success. From left, Austin Gibbon, George Rogers, Jim DeWitt, son Don, and Bill.

gine kept winning the season's championships? In 1958 Bill Trask took second; in '59, '60, and '61 he won. In '62 he slipped to second, but sailing in CCA division C against Hank Eason on *Serenade*, Bob Potter on *Touche*, Theo Stephens on *Debit*, and Bill Lindlow on *Peacable*, he took honors again in 1963. He was also Season Champion in 1964, '65, '66, '67, '68, '69 and '70. No other Bay sailor has put together such a



Bill's current boat, **Hoyden II**, a Farallon Clipper. He's won 12 season's championships with her.

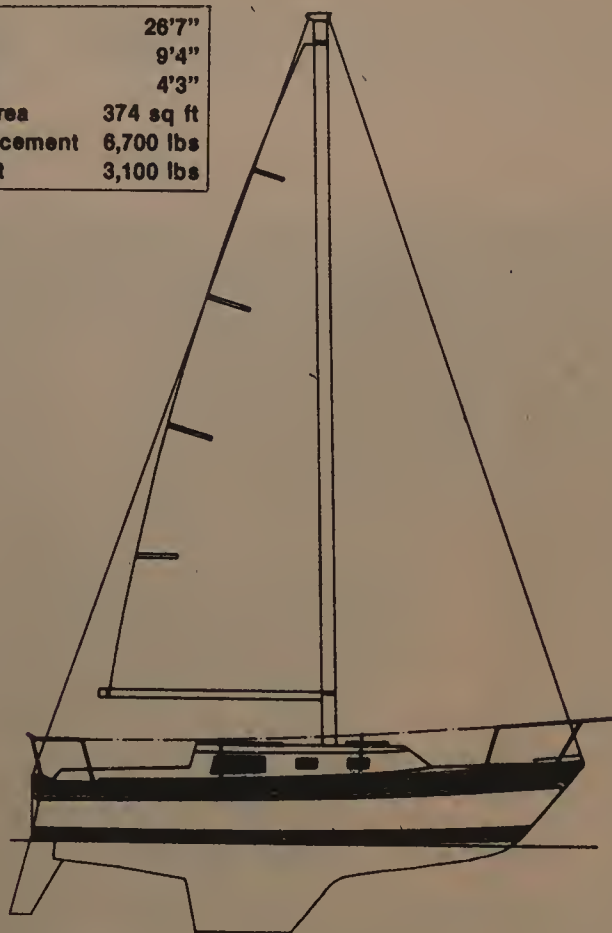
string of successes.

One of the fiberglass boats that finally was successful in challenging Trask for season's honors pulled a couple of tricks from Bill's hat. The boat was Bill Fisher's Columbia 40, *Presto*. Fisher had loaded his boat up with capable young sailors just emerging from Richmond Yacht Club's Junior Program; among them Rich Weirick, Pat Vincent, Bob and Lea Fisher, and Craig Healy, all of whom played a part in *Presto's* success.

In the early 70's the advent of the IOR racing rule and developmental designs opened up the age of the 'superboat' and lost to sailing many of its finest yachtsmen. This was the case with Bill Trask, for whom AAU swimming had entered his life in a big way and satisfied his competitive needs. If Bill has been a legend on Bay courses, you should see him in the freestyle lane. This year, at 80, he will be setting new records on the water, with the same great sportsmanship he exhibited on the Bay through his many victorious years.

— doris klein

L.O.A.	26'7"
Beam	9'4"
Draft	4'3"
Sail Area	374 sq ft
Displacement	6,700 lbs
Ballast	3,100 lbs



Cal 2-27

It would be hard to find a more active one design class on the Bay than the Cal 2-27. They sponsor eight popular cruises a year, as well as a very informative annual tune-up weekend. Their trophy dinner at the end of January, 1983, saw 82 people gather at the Richmond YC to receive a total of 81 trophies for both racing and cruising achievements! As a racing class in the YRA's One Design Class Association, they regularly put 12 to 17 boats on the line. Cal 2-27's have also fared well in PHRF racing, with firsts and high places in HDA, MORA, Midwinters, Lightship, Windjammer, Boreas, Wheeler, Silver Eagle and Barth regattas. Understandably, it's hard to hold the owners' enthusiasm in check when they talk about their favorite yacht.

The Cal 2-27 is a Bill Lapworth design. He's the fellow who created the breakthrough Cal 40 with its fin keel and spade rudder. While the Cal 2-27 can trace some its lineage to the Cal 40, it is more directly related to the very popular Cal 29. There was an original Cal 27, built in the 1960's, which was lighter and looked much different than the later model. Starting in 1973, Cal built 657 of the 2-27's. Besides San Francisco Bay, they sold well in the Stockton area and on Lake Tahoe.

At 6,700 pounds, the boat is of moderate displacement, and carries a hefty 374 sq. ft. of sail with 100% foretriangle. Lapworth, when contacted a couple of years ago by current fleet captain Gary Albright, said he was surprised the boat has done so well on the Bay since it was designed for more moderate sailing conditions. The sturdy construction and oversized mast section help explain the paradox, however. The boats simply don't break down.

Several owners say that it was the 2-27's accommodations that appealed to them. Dale Parshall, who's had his *Fetish* for five years, owned a Santana 22 previously. In moving up he wanted 1) inboard



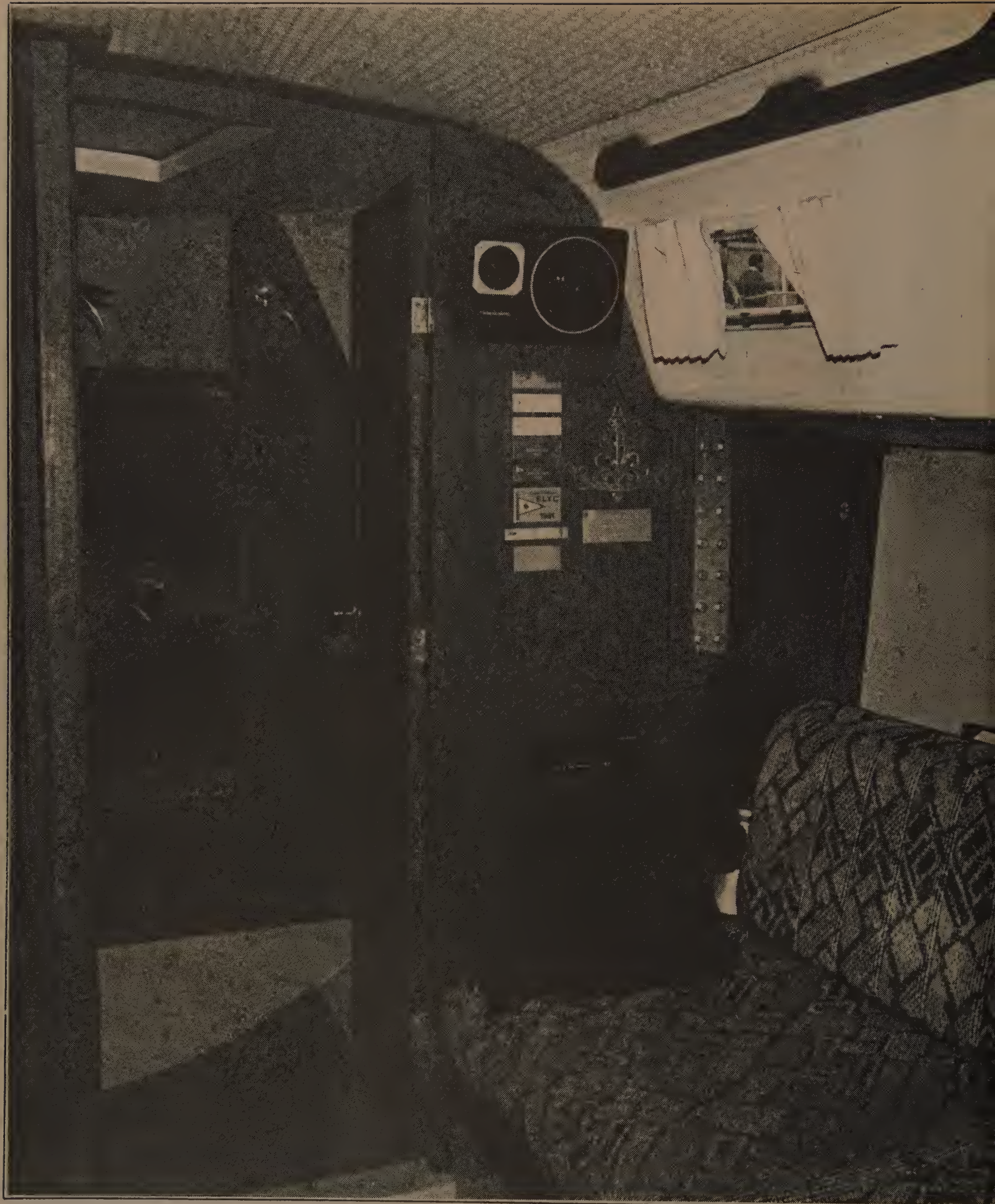
LATITUDE 38°SHIMON

power and 2) "a cabin big enough to stand up in so I could put my pants on". The boat has both, plus all that's needed for comfortable cruising — an enclosed head, full galley, bunks to sleep four or five, and even a leaded glass liquor locker. Ted Carter, who used to own



a trawler, got his *Poquito* three years ago and says he's "crazy" about it. It's a perfect boat for a couple. Because it's only 27 feet long, he rarely has trouble finding a place to park it when he visits a new harbor.

Carter also points out that the very active class association helps keep the value of the boat high. The current asking price is about \$28,000 for a well-equipped model. Cal stopped producing new boats about a year and a half ago.



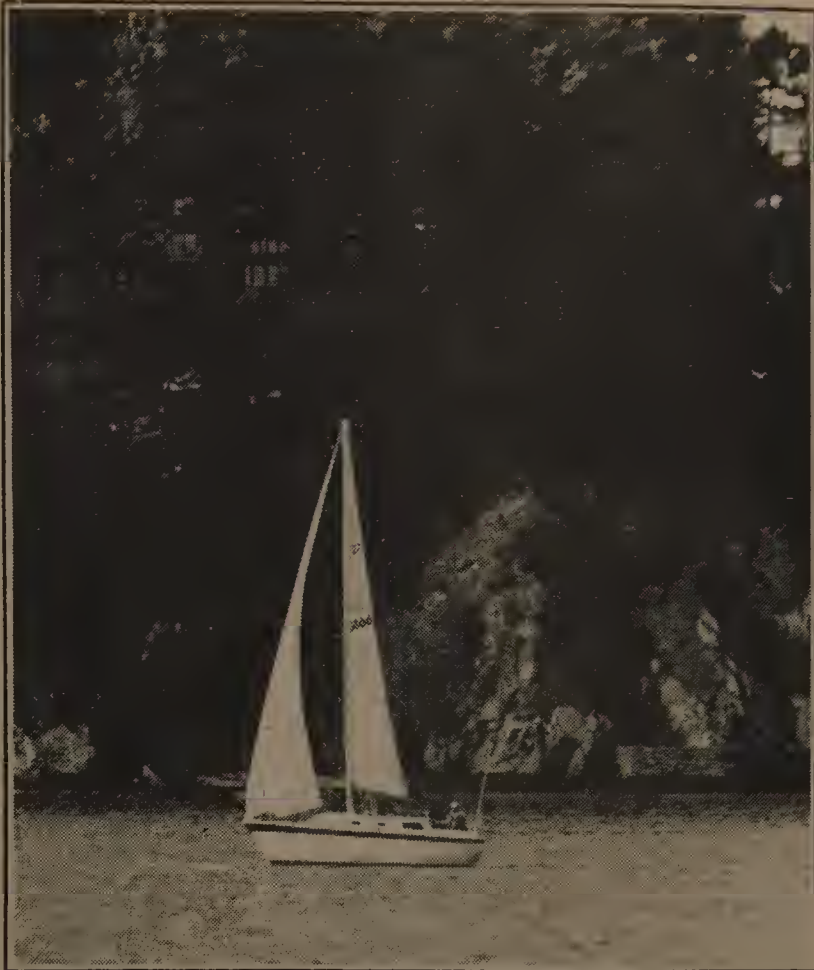
As far as racing goes, the Cal 2-27 is simple yet responsive. It can be handled by anywhere from three to five crewmembers. Only main and 120% jib are allowed for one design racing, and you can't use more than one new sail a year. That keeps the cost down, as does

the fleet's decision not to allow the use of Mylar sails.

In handicap racing, spinnakers are flown and the boat can perform to its 198 PHRF rating. Evidence of that fact has been well documented by the likes of Dick Horn, past HDA division champ,



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the high degree of participation by the wives of the above. As Dale Parshall says of his better half, Sandi, "She's a full on part of the crew, responsible for tactics and strategy."

Parshall, along with Gary Albright, are two of the prime movers in the Cal 2-27 association. Two years ago Dale, who's in the computer business, came up with the idea of a tune-up weekend. This year's version will be April 16-17 at the Richmond YC. It features two days of slide shows, discussions, and on-the-water experience for those who want to increase their ability to make a Cal 2-27 go fast. The veterans of the class take part too, riding shotgun on the boats and offering advice. Results from these weekends are already evident: any one of seven or eight boats have a good shot at winning the fleet championship, and spirited racing takes place from the front of the fleet to the back.

Albright, who's business is graphic arts and advertising, has lent his considerable talents for the past four years as editor of the superb class newsletter. There is almost unanimous agreement that this publication has been the glue holding the class together. The four to six page pamphlet, published every two months, has reports on cruises, races and meetings, a "Good Ideas" page with helpful maintenance and other hints, schedules for upcoming events, and a crew list. It provides a line of communication with class members that is invaluable, and is worthy of study by other fleets.

Another key to the Cal 2-27's successful organization has been an equal emphasis on cruising and racing. Class meetings tend to be family oriented, with barbeques, sail ins, slide shows, and guest speakers. Cruises feature unique events, such as moonlight dinghy races or everyone piling onto one boat for a New Year's Eve jaunt up the San Rafael Canal. Racers tend to be self motivated, but cruisers got just as many awards at the recent awards dinner. Categories for prizes included "Best Hors D'oeuvres", "Most Cruises Attended", and "Best Article About a Cruise". Heavy emphasis is also placed on crew recognition, an often overlooked element of trophy giving.

In short, the Cal 2-27 sailors have taken a good racing/cruising boat and combined it with people power to produce one of the most active fleets on the Bay. If you want to find out more about them, contact Gary Albright at 837-4648 (h), 284-1694 (w), or Guy Prescott at 447-5076 (h), 422-2833 (w).

— latitude 38 — svc

Dale Parshall, division winner in the 1981 Windjammer Race, Rod Sievers, division winner in both the Lightship and Windjammer race for 1982, and Rollye Wiskerson, 3rd overall (out of 101 entries) and division winner in the 1982 Wheeler Regatta. Not to be overlooked is

BIG DADDY

They called it the Big Daddy Regatta, a IOR racing-fest off Richmond YC on February 19-20, George Washington's birthday. Who is 'Big Daddy'? That's Old George, the Father of Our Country.

The parties were great, even if racing wasn't because the wind just didn't cooperate. On Saturday, only one race out of the scheduled two could be completed in the light northerly. Sunday was a reverse order handicap start for the "Big Daddy" trophy. Only four boats finished, with Chuck Winton's Nelson-Marek 41 *Chimo* taking the gun. Division winners for the weekend were: Div. A (ULDB's) — *Shaman*, Santa Cruz 40, Rod Park; Div. B — *Chimo*; Div. C — *Saltshaker*, Rogers custom, Lee Tompkins; Div. D (Express 27's) — *Locomotion*, Roy Falk; Div. E — *Wind Warrior*, Peterson 34, Andy McCafferty/Steve Calen; Div. F (Moore 24's) and Div. G (1/4-tonners) had no official finishers.

Race chairman Gary Clifford says the most frequently heard comment from the racers was how much fun it was to have a two-day regatta. They all wanted to know why the YRA doesn't schedule more weekend events rather than just one-day affairs. We don't know either.

Photos of the regatta on these four pages were taken by *Latitude 38*.



H. J. HAYNES



BIG DADDY



BIG DADDY



Iolanthe – Freya 39
Dick, Pat, Grant & Emily Dawson
St. Petersburg
(The Peninsula)

Well, it was a tough flight to Tampa from San Francisco, but we survived the rigors of the trip.

Iolanthe had arrived in Clearwater about ten days earlier. Kenosha Trucking did a great job and the only damage done was some paint rubbed off near the base of the mast.

Ross Yacht Yard in Clearwater stepped the mast, painted the bottom and put *Iolanthe* back in the water. The yard proved to be first class in all respects and very helpful. When stepping the mast they noticed that the spreaders failed to align properly with the chainplates and for a minimal fee corrected the problem. (Note: If you own a Freya 39 with a Kenyon mast you might want to check your spreaders and at the same time check your running backstays to see if they are properly bushed at the tangs.) Ross Yacht Yard wasn't cheap, but you get, or should get, what you pay for, and this is one case when you will.

Having plumbed the cultural depths of Clearwater and environs, we pressed south in order to find the sun, which had departed greater Florida the day we arrived. We were delayed in our departure as *Iolanthe* is double-ended and the captain had become somewhat confused as to which end went first.

Overcoming all difficulties we ventured forth onto the intercoastal waterway. The ICW seems to have two defining features: 1.) it sure has a lot of bridges; 2.) it sure can get shallow fast if you confused by which set of marks you ought to follow. Pushing ourselves to the limit, we traversed about 35 miles and 12 bridges. This point is still under discussion: Was it 12 or 14 bridges? To this point no one has had the strength to check the chart for clarification.



We are now tied to the St. Petersburg Municipal Pier just a stone's throw from the St. Petersburg Yacht Club. *Windward Passage* is here and *Kialoa* was, briefly. It must be the lull before the storm.

We put refrigeration in for this trip. We have lived with ice in the past. The Technautics unit has been an eye-opener. So far the only drawback is that we tend to freeze the milk. The relief of not having to track down ice is such that we'll never sail without it again.

We have a few more days here to re-pack the boat for the 20th time. Then we'll move south towards the Keys and more sun.

— the dawns

Tatoosh – Valiant 40
Doug Colton, Yvonne Hudson
Puerto Vallarta, Mexico

Doug and Yvonne with their "Yahoo Wahoo".

(Lake Tahoe)

Hi! We're hangin' out here in the harbor after a real easy trip from San Diego that started December 4th. We're still travelling with our buddy-boat, *Liebchen*, Steve Thein and Robin Cappellino's Valiant 40.

Chanticleer, a Valiant 40 from Ballena Bay is here. Heard that *Magic Dragon*, yet another San Francisco Valiant 40 is in Acapulco, but no word on *Manana Express* with Don Gobert and Suzie Selman. [Editor's note: *Manana Express* was reported safe in Costa Rica.]

Things are "mucho cheapo" here in P.V. Good dinners are \$2 to \$4 and gourmet is \$5 to \$6. Diesel is 40¢ gallon, beer 30¢, large bottle soft drinks 8¢, big load of fruit (like 100 pounds) is \$20.00. The water is good at the

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tap, and you can pick up bottled water and block ice, and cases of beer and coke at the dock at 7:00 am.

New regulation since January 7: No parts or accessories are allowed to be shipped into Mexico, via air freight. No exceptions, "yacht in transit" or not. They can be brought in as luggage by anyone, such as crew or friends. Had to have our autopilot flown back to San Diego, then returned with friend coming down.

We'll be heading to Manzanillo, Acapulco and Costa Rica by April. Having a super time on our first cruise.

Fishing is great, too! Here is our 50 pound Wahoo (Yahoo!).

— doug & yvonne

Wisp — Custom 43 Conrad and Charlotte Skladal Redwood City

Following a three-year, 30,000-mile cruise thru the South Pacific, Conrad and Charlotte Skladal are at it again. After a six-month stopover in their homeport of Redwood City, the spry sexagenarians (Conrad is 62, Charlotte is 60) are off on *Wisp*, a 43-foot sloop they designed and built themselves. They plan to retrace some of their steps from the previous cruise, which culminated with an extended stopover in New Zealand. Australia is the goal this time and then maybe on to the Mediterranean and Europe.

The Skladals have been building boats and sailing together for a long time. Their first effort was a 19-foot Lightning they constructed Charlotte's Long Island backyard 35 years ago. They weren't married at the time, but they were shortly thereafter. Five years later they moved to Dallas with the Lightning. Conrad, an aeronautical engineer, got a job with Lockheed and they came to L.A. in 1955. Charlotte, trained as a mechanical engineer, raised two daughters and also

helped Conrad build a 32-foot wooden Alden sloop in their Van Nuys backyard. They sailed that boat for 17 years, cruising on their vacations. Eventually they migrated north to the Bay Area, where, among other things, they built and raced ten El Toro dinghies. Conrad had the honor of taking second one year in the infamous El Toro, Bullship Race across the Golden Gate.

Wisp took shape in Alviso. The Skladals put their years of experience into a design and within 20 months had themselves a finished boat. Conrad took early retirement, and in October of 1979 they headed off for paradise. They shook the boat down on the way to Hawaii, finding little wrong with it, and then proceeded to French Polynesia. They hit all the 'Milk Run' spots — Papeete, Moorea, Bora Bora, Tonga, Suva and Fiji — before putting into New Zealand's Bay of Islands. It took six months to satisfy their curiosity, relishing the Kiwis extreme

Charlotte and Conrad Skladal button down the dodger in preparation for yet another cruise.

hospitality. On their return trip they spent a lot of time in the Fiji Islands and American Samoa. They found the latter to be "the dregs of the Pacific", due in part to the poorly administered American presence.

Conrad remembers their cruise as being notable for a lack of crises. Their only scare came in American Samoa; the prop shaft disengaged and jammed the rudder with a freighter headed right at them. A hectic 15 minutes followed, but they recovered in time. The fact that they had designed and built the boat themselves was a help in knowing just what they could and couldn't do.

Although they never planned on living cheap, they still found they could make it on less than \$700 a month. That included rented cars, motels & buying what they wanted. Prices in French Polynesia were outrageous:

\$30 for jerry jugs, \$1 for a roll of toilet paper, \$3 for a roll of paper towels. Diesel was reasonably priced and clean, mostly because there are many fish boats that use it as well. They had no trouble with officials, and claim nobody does unless they try to fool around with them. Drugs are an absolute no-no. They cite a Fijian who got five years for purse snatching as an indication of how the folks there feel about law and order. Conrad also suggests you plan to be self sufficient. In Papeete they couldn't find a standard size steel bolt for the alternator in any of the stores, and had to scavenge for one instead.

Much of the cruising life, the Skladals found, is visiting and partying with other yachties. They kept running across the same people at different ports, and other yachties make up their "support system". Having worked and socialized with engineers most of their lives, they particularly liked meeting the broad spectrum of sailors. The ham radio took the place of television for entertainment as well as providing a lifeline of information. They remained in constant contact with Dwight Strong, a 75-year old ham in San Mateo.

After replacing a well-used dodger and getting their sails repaired, Conrad and Charlotte plan to be off again. They discovered that colored thread on cruising sails doesn't work so well — when the thread is bleached and then dyed, it loses its anti-ultraviolet properties. They also decided to take the battens out of the main sail, since they kept chafing their way through the sailcloth. By cutting down the roach a bit, they'll sacrifice some sail area but eliminate a major problem area. After 60 years they've learned how to eliminate a lot of problems.

— suc

Passage West — Midshipman 36
Maren Lockridge & Peter Hoskins
La Paz & Isla Partida

LATITUDE 38/RICHARD



Maren points to the ear where Peter got "ringed".

(Sausalito)

During a party one night with Portland boats *Mary T.* and *Amistad*, Peter Hoskins got the "ring treatment". All it took was a lot of rum, a potato behind the ear, a sharp needle, and one of Maren's earrings.

Amistad's and *Mary T.'s* captain's already have rings, and the sight of them and Peter walking around La Paz with their old lady shopping carts has been the talk of all Baja. "All they need are dresses," said one lady in the anchorage.

Peter and Maren are both having such a good time that they're extending their visit to Mexico by several months. Peter enjoys meeting people and facilitates this by celebrating his birthday "at least once a week". By the time he gets back to the States, he'll be eligible for Social Security.

Maren finds the people of Mexico to be a lot of fun. While waiting to cross a street a Mexican lad of about twenty approached her and asked, "Want a joint, blondie?" Taken aback but not wanting to be unfriendly, she tried to converse with him. All he kept saying was "Want a joint, blondie?" — because it was the only English he knew.

— richard

In Praise of Toilets In the Tropics

The naturalist/minimalist school of cruis-

ing says you just need a plastic bucket, not a head. It sounded good to me when I built my boat, so I left out the head and put in a bucket.

Now that I've been out here cruising in the tropics for a while, I've found the plastic bucket idea sounds better than it works or smells. For example it sure made me feel good when I go to stand on deck and watch all the people at the tropical yacht club watch me dump my bucket into their bay. I'm convinced it was just the thing to make them want to invite me and other cruisers back. And I've noticed that every water skier, snorkeler, and fisherman loves the sight of me dumping my bucket, too.

Those of you who've read about the plastic bucket method might wonder why we don't keep the load down below until night-fall when we can unload discreetly. If you're one of those, we suggest you take the "Pooopsie Challenge". All you have to do is keep a bucket full on the stove at a tropical temperature all day. A little after dark you pick it up with both hands and walk through the kitchen, the dining room, and the living room — stopping every two steps with the bucket right under your nose to simulate the rocking of the boat — and dump it on your front lawn.

Sound like a lot of fun? It's even less pleasant on a boat when friends or relatives have joined you. It's doubly less pleasant in rough weather.

Maybe we've grown picky in our 30's, but at any rate we've failed in our attempt at the

BOB HOWE



Salacia hauled out at Max's boatyard on Isla San Vicente.

open bucket method. Sure it was tolerable for the first weeks and months when we regarded it as a novel substitute for plumbing, a romantic return to a more basic life even. But year in and year out it becomes an awful nuisance at best.

I know all the arguments in favor of the bucket. It's cheaper, it's simpler, there are no through hulls, and nothing to break. The arguments sound good, but out cruising they don't amount to a pile of shit. Literally.

Our new head is a Groco, not a Rubber Maid.

— dean klicker

Yate Salacia Bob & Jean Howe Guaymas, Mexico

What to do? Here you are in Mexico and you've been away from your favorite boatyard for sometime. Time enough for the sea-life to be reproducing on the bottom of your boat, inspite of repeated cleaning with the old pot scrubber. Or perhaps your boat has made a glancing acquaintance with one of Baja's many uncharted reefs and the hull needs a little restoration. For the above and other problems boats are prone to develop, the time will come when you will need the services of a boatyard.

Where to go? If you are in the Sea of Cortez, you should know of an excellent boatyard we used near Guaymas Harbor: "Reparacion y Construccione de Embarcacion", which translates as Repair and Construction of Ships, or in Americanese, "Max's Boatyard".

Senior Max Murillo is the owner-operator of the yard; Rodrigo and Jose are his able helpers. Tayna, a small dog, does guard duty. Senor Max has had the boatyard in operation nine years; having started the yard from the sand up, so to speak. Originally it handled only the large shrimp boats; however, at the present time the emphasis is

on the repair of pleasure yachts, and charter fishing boats. There is one marine railway at the yard with the capability of handling two boats at once or one huge vessel to one hundred feet in length. A second railway is under construction.

Max's Boatyard is located on Isla San Vicente, a small island off to port as you approach Guaymas Harbor entrance — see Guaymas Harbor chart #21182. There is a well protected anchorage with excellent holding ground off the boatyard.

If you arrive without having made an appointment, anchor off the yard in four fathoms, and then row in and speak to Max in person. He and his helpers usually arrive at the yard by a green ponga about 9:30 in the morning and leave around four or five in the evening. If you arrive and no one is in sight, walk around the house to the sea side of the island. Max and friends may be taking a fishing break. The yard is open six days a week, closed Sundays and holidays.

Arrangements can also be made in advance by calling Max at his office in Guaymas, between 0730 and 0830 at 20168. Or, in the evening at his home at 21792. If your Spanish is not up to par, don't worry, Max speaks excellent English.

If your haulout in the yard is to be delayed, San Carlos Harbor and Marina, ten miles to the north, makes a good anchorage and will ease the wait by fulfilling your desire

to wallow in the opulence of civilization. From San Carlos there is good transportation to Guaymas for the check-in and check-out with the Port Captain and Immigration. Bus service is more or less every hour. It's 27 pesos, with the bus stop by the marina office.

Max's Boatyard is not a do-it-yourself yard, but arrangements can be made if you do want to do extra work yourself. Max gives constant and personal supervision to all the work done on your boat by Rodrigo and Jose. All types of fiberglass repairs, welding, painting and woodwork are possible. Max is also a diesel mechanic. If Max cannot handle your repair, he knows someone else in the area who can.

Our personal experience occurred after our boat hit a local reef. At the yard the boat haul-out was painless, slow and easy.

It is helpful to have a sketch of the under-hull of the boat, but is not necessary as the positioning on the marine cradle is done by a diver. After careful blocking we were then slowly pulled up the railway until well above high water.

The yard fees will be a pleasant surprise after Stateside rates. At present, the average cost for a haul-out, bottom cleaning, and painting on a forty-foot boat is two hundred dollars — with lay days as needed. This includes all the work done by the yard, but not the paint. The usual haul-out time for cleaning and painting is two days.

If possible bring your favorite bottom paint from the States. Mexican bottom paint has a reputation of uncertain quality, even among

CHANGES

the same brand. Before using Mexican paint check around with boats that have been using the paint to find what's been most effective recently.

Fiberglass, resin, Bondo — all are in supply locally. In Mexico asbestos is still available to use for resin filler. Not all sizes of cutless bearings can be found in Guaymas or La Paz, so carry your own spare. Machine shop work is available and stainless steel propeller shafts can be obtained.

All the supplies for the boatyard must be brought to Isla San Vicente by ponga, including water and fuel. So have your boat well provisioned for the haul-out. Max, however is more than kind about bringing you extra supplies.

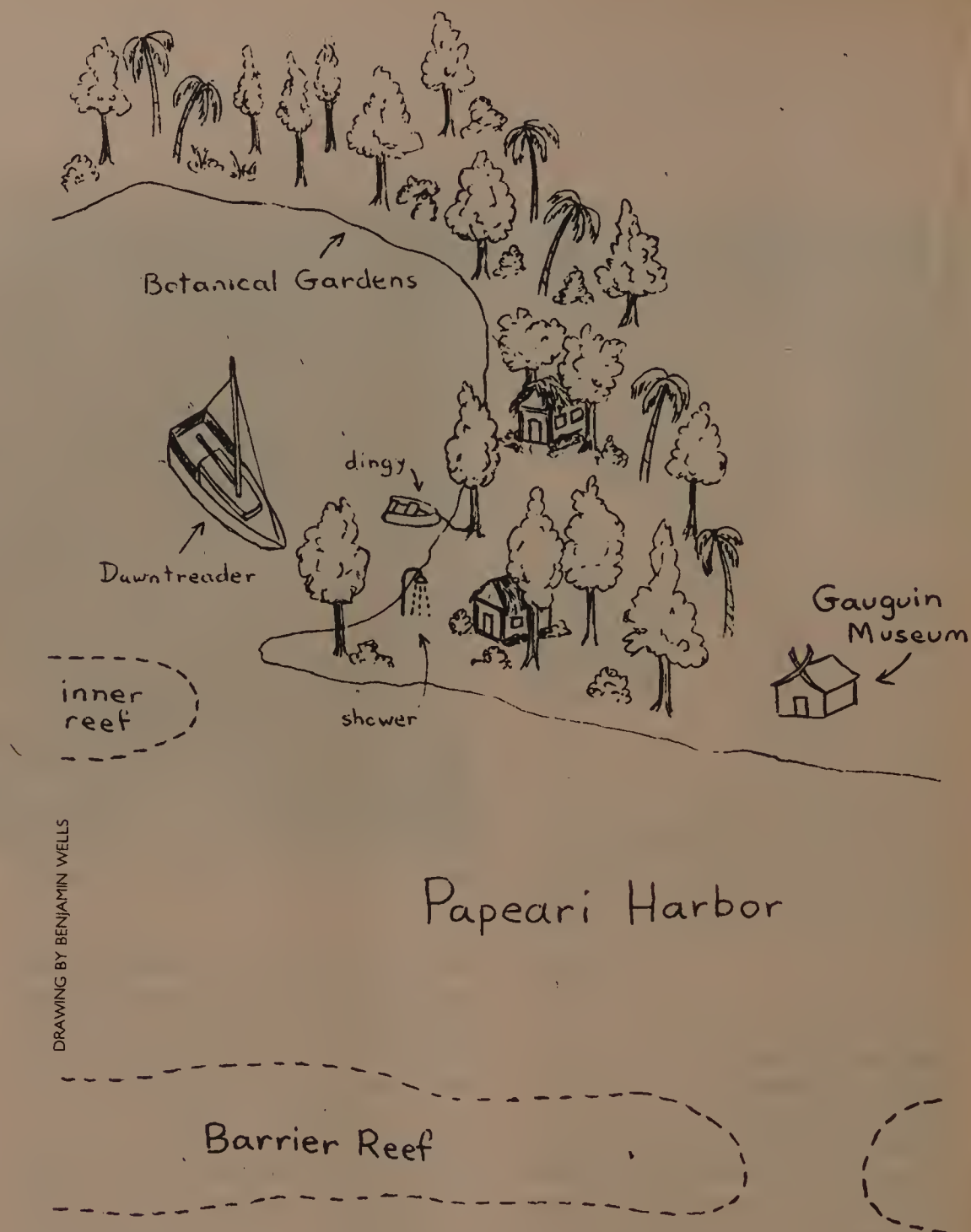
As most roses have thorns, so does Isla San Vicente. The thorn in this case is a fish factory directly across from the boatyard on the mainland. When the wind freshens from the north you know it is there, and high tide leaves brown balls of fish oil on the beaches. (Yes Mabel, those round brown balls are fish oil).

Max's boatyard is the only business on Isla San Vicente, so the tranquillity of the island makes for a leisurely, laid back, unrushed type of haul-out. None of the hustle and bustle usually found in a boatyard. The work is done in a friendly, easy-going manner, which is the way of Senor Max Murillo. We recommend his work — and the happy feeling of being able to slip swiftly through the water at hull speed once again.

— bob and jean howe

California Yachts And French Socialism

More and more California sailors are casting their cruising eyes toward Europe. We've met at least four boats who are enroute right now. If you're making plans or enroute, you may want to reassess your itinerary if it included France. The French



Papeari Harbor, Dawntreader's favorite refuge from Papeete.

Riviera, once home to Europe's highest concentration of big boats, is almost empty. Last year there were 1,200 yachts over 48 feet, 80% of them flying a foreign flag. Now there are almost none.

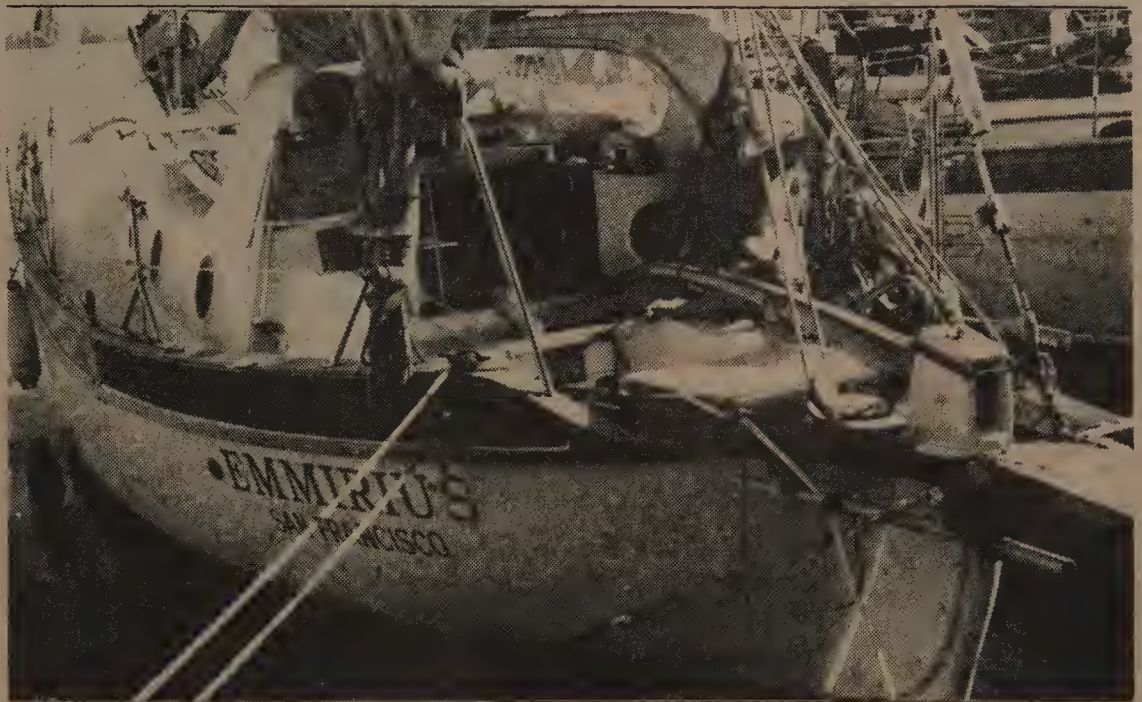
Who is to blame? Apparently the two-year old Socialist government, whose bureaucracy has demonstrated a strong inclination to heavily tax all outward signs of wealth. Foreign boats in France are now taxed three francs per ton per day, or about 14 times the tax rate in nearby Italy — where fuel is also 1/2 the price. One chandlery reported that "even millionaires aren't stupid", and most all have moved on to Italy, Greece and Spain. So if you were worried about getting a mooring in Antibes, worry no more — except how to pay for it.

— latitude 38

Escape From Papeete Dawntreader — Odyssey 30 Benjamin Welk & Jean Lawler Papeari Harbor, Tahiti (Berkeley, San Jose)

After hanging around Papeete for a month, we tried to escape the incredible capacity of this city to destroy a cruising budget. We moved five miles away to an anchorage off the Maeva Beach Hotel. The hotel is so out and out a haven for wealthy tourists — and thus so definitely beyond our means — we felt confident that we wouldn't be tempted to continue squandering our money. Unfortunately "Le Truck", the local bus system, runs right by the hotel and into Papeete in 20 minutes. So we were soon tempted into town for its varied pleasures; vegetables at the open air market, coffee and croissant at the sidewalk cafes, ice for the fridge and beer at half the price it was in the Marquesas, etc.

DOUGLAS WILDE



Hoping to have your lust sated in Tahiti? Pierre, a Frenchman who sailed his Westsail there from San Francisco, reports your chances are much, much better in Marin County.

Nevertheless, Papeete is bound to be a disappointment to anyone who has built his expectations, as I had, on the short stories of James Michener and Eugene Burdick. Michener seems to have written his last contemporary stories about the South Pacific in the early 1950's. Burdick, whose magazine pieces I seem to remember reading not long ago, must have written before the jet airport was built in 1963. That event, according to resident observers whose perceptions I trust, seems to have marked the change in Papeete from a tropical South Seas outpost to just another stop on the route of the jet-propelled tourist.

The colorful ex-patriot American described by Michener or Burdick was typically an eccentric artist seeking to paint the "noble savage" au naturel, or the intemperate scion of a prestigious family who has "escaped" to the South Seas. Both were usually found at Quinn's, an extraordinary bar as well known to the itinerant boozier of the South Pacific as Perry's is known to the Brooks Brothers-suited, Herb Caen-reading denizen of Montgomery Street. The ex-patriot American in Papeete today is more likely to be the manager of a resort hotel on Moorea or a retiree complete with VISA card. Quinn's has been torn down to make way for a multi-level shopping center filled with the same cutesy shops and ersatz trinkets one can find in any of the Ghiardelli Squares of the world.

After another month of enjoying its pleasures and brooding over its disappointments, we decided to make a greater effort to escape Papeete. We decided to take a leisurely sail around Tahiti, including Tahiti-iti (little Tahiti) which is connected only by a narrow isthmus. The cruise began with headwinds as we worked our way southeasterly into the tradewinds. It was fun, the first real windward work since leaving Berkeley Harbor. And, here the spray is warm!! Picking our pass through the barrier reef with care, because some can have tall waves or even

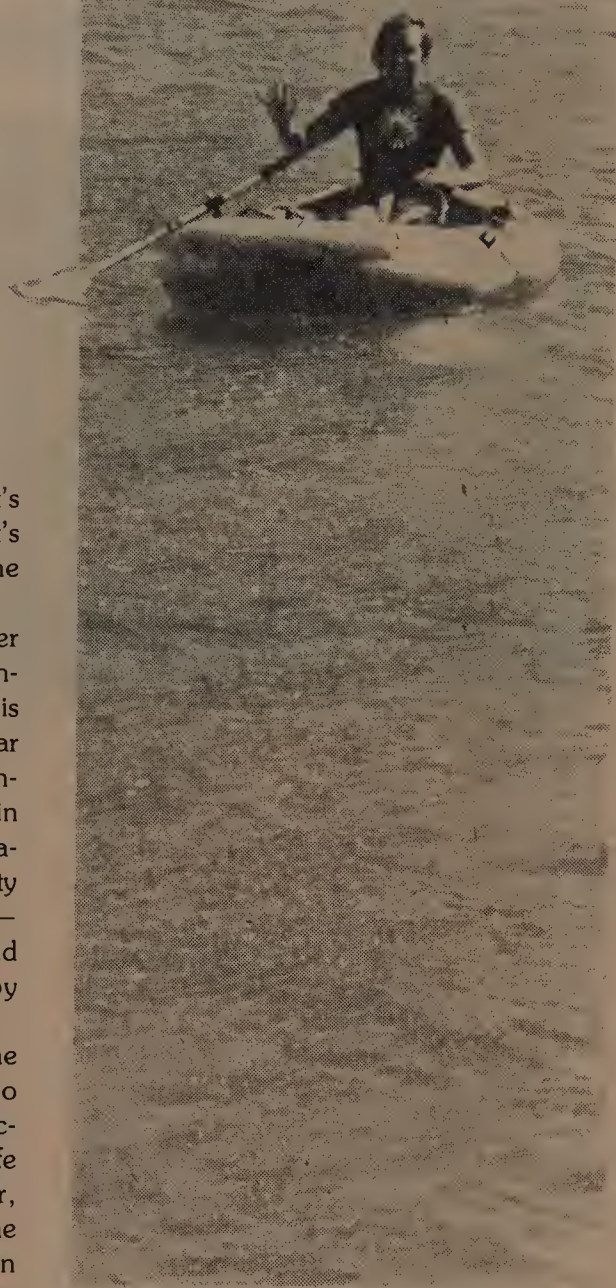
breakers at their entrances, we entered Papeari Harbor about 30 miles south of Papeete on the west coast of Tahiti. We rounded a small point and dropped the hook 50 yards from shore in the most idyllic, protected cove we've seen thus far in our cruise.

On our starboard beam, a mile away, we could see, and faintly hear, the surf on the barrier reef. Between us and the surf was the lagoon in the usual hues of light blue, aquamarine and brown where coral heads approach the surface. Ahead of us, about 15 out strokes in the dinghy, was the point with an unusual variety of trees, shrubs and flowers. Strangely, they were not dense and overgrown. We had stumbled upon the Botanical Gardens of Tahiti. The grounds were beautifully maintained. Picture, if you will, a tropical Golden Gate Park with an adequate maintenance budget and without crowds. And then imagine being able to sail into the middle of Golden Gate Park and anchoring in a peaceful cove. The Botanical Gardens were started in the last century by some American benefactor. His objective was to have, in one place, as many as possible of the tropical plants in the Pacific Basin. So, there are not only plants indigenous to Polynesia. There are also plants from Southeast Asia, New Guinea, the Philippines, etc.

On our port beam, 500 yards away, were small houses with green mountains behind. Behind us the lagoon extended to the horizon with a well-marked channel to the next harbor. It is hard to get used to what they call harbors here because they are

usually protected only by the barrier reef which seldom breaks the surface. Any self-respecting storm could make a shambles of an anchorage in one of the "harbors". But in our little cove we were protected by tall trees or high land through 265 degrees of the compass. For this we were grateful when, six days later, the weather turned nasty. We didn't learn until later that tropical cyclone, *Lisa*, was passing by Tahiti about 45 miles to the southwest. She had hit Bora Bora with 66 knot kinds. For us it was a piece of cake, because there was less than a quarter mile of fetch since the winds blew off the land from the northeast and east. I finally set a second anchor just to keep the boat from veering and healing as gusts of wind blasted us from different points off the bow.

A week later we discussed cyclone *Lisa* with people on the only other boat to visit our little cove during our three week stay. They were two physicians who had worked together for the French public health service on Reunion Island, near Madagascar in the Indian Ocean. One is now retired and living on Tahiti. The other was here on vacation. They both scoffed at *Lisa* and called it a "cyclone banan" — a cyclone that only knocks bananas off the trees. Cyclones are much worse on Reunion, they insist. They both have travelled to most of the French possessions in their jobs. They said local officials there make the same kind of fuss over cyclones our local and state officials do over floods and other disasters. And, the objectives are the same — more financial help



School's out for Steve Hansen.

from the central government. In our case it's disaster relief from Washington. In theirs it's more favorable financial treatment by the colonial office in Paris.

Over a bottle of pastis we learned other fascinating things about the overseas Frenchman. He is almost invariably a Breton, that is a native of Brittany, the province in the far west of France. Brittany, where the indigenous language is a Celtic dialect as in Wales or Ireland, has traditionally had a seafaring population. For instance the majority of career personnel in the French Navy — the professional navy men, both officers and enlisted — are Bretons. Bretons also occupy most of the overseas jobs.

The Paul Gauguin Museum is also in the Botanical Gardens. Although it has no Gauguin originals, there are good reproductions and interesting displays about his life and times. We met the museum director, Gilles Arthur, taking an evening swim at the point. He graciously invited us for a scotch in his quarters at the museum. He is one of the interesting types I had anticipated from reading Michener and Burdick. Originally a journalist, he came to the South Pacific 30 years ago to do a film on the natives of the New Hebrides. He is one of those perceptive, well-informed people it's such a pleasure to meet when one is curious about a place.

The countryside around the Botanical Gardens brought back my youth in rural Wisconsin. The teenagers gathered and sat on the railings of a bridge in the evening, just as I did during those years of peer group pressure. They did not ride around in fancy cars as my teenagers did in California. The houses were small, neat and charmingly decorated. One proud mother displayed her children's sports trophies on a coffee table in the open front doorway. In the evening people wrapped in towels walked along the narrow two-lane road to their homes from the river where they had bathed.

We finally tore ourselves away from our practically private little paradise. We had shared it only once in three weeks with our French physician friends who spent one evening there.

We visited Port Phaeton next. It is a long estuary with many bays and backwaters at the isthmus between Tahiti and Tahiti-iti. We had heard it would make a good hurricane hole. I think it would. It is shallow, with a good muddy bottom and short fetches in most directions. After having a very pleasant Christmas Day with friends we'd met through ham radio, we continued on around the island. We were sure we couldn't match the previous four weeks so we pushed on, completing the circumnavigation in only two more days. It was a month to remember, especially since it contrasted so favorably

with the previous two months in and around Papeete.

— benjamin wells

Haliato — 36-ft Cross tri Martin Hansen, with son Steve and daughter Kathy Isla Partida, Baja (Alameda)

"I'm ready to give up school," declared Steve Hansen, a nuclear and chemical engineering major at UC Berkeley. "Now all I have to do is convince Dad. Cruising is just so much nicer."

Steve reports that his 18-year old sister, Kathy, was unsure of cruising in the beginning, but took to it once they got into Mexico. "She gets to go in the American bars and discos." Besides music, the disco in La Paz featured "some killer movies on windsurfing and 12 Meters."

Surprising to them, they've met quite a few folks their age. Milo Schubat on *Sojourner* is a UC student; *Pisces* had adventurers 23, 20, and 19; *Tortuga*, 17 and 15; *Isabella*, 19 and 25.

Steve's big bummer of the trip was getting tonsils so swollen in Cabo San Lucas that he couldn't talk for several days. Even ampicillin didn't help. It got so bad that on the way to the New Year's eve bash he became too dizzy to walk. Doctor time! The physician he saw in Cabo, an English-speaking graduate of the University of Mexico, gave him antibiotics that cured the problem. But at \$20, Steve figures the locals can't afford to go to him.

Haliato should be coming back to the Bay Area at the beginning of summer, but the Hansens don't plan on giving up cruising. The return trip is just to reprovision *Haliato* or to get a bigger boat for a longer trip. While his dad is thinking of a 50-ft monohull, Steve likes the idea of *Crusader*, Mike Kane's 55-ft Cross racing trimaran.



Retirement living suits Mary to a T.

**Orient Star — Cheoy Lee 50
Ernie & Pauline Copp
Starting the Milk Run
(Long Beach)**

It looks like we'll get away about the last week of February for San Diego, Guadalupe and Cabo. Then we'll start the Milk Run to New Zealand about May 1. As things turned out my first mate was not one of the 63 women that answered my ad in the S.F., but all the replies made her think I was so desirable that she grabbed on to me and held tight. She passed her novice, tech., and General Ham licenses all in 61 days! So many single sailors started hanging around here making eyes at her and her license, that I grabbed onto her, and we were married in December.

It's a whole new world being married to a fantastic Greek piano player and trying to sail the boat with the other hand. You know I don't hear, but I bought an electric piano for the boat just to watch her play. I also found an excellent crewman for the third person from an ad he had in your paper. His name is Stan Schilz from San Francisco.

In regard to your comments about the anchor chain snapping (not breaking), besides using a nylon spring I use a catenary weight that is a 25 lb. ballast block. The weight is multiplied many times by the same leverage that makes sweating a line so powerful. The weight is let out less than the water depth and it will pull the boat forward until the weight hangs vertical. The wind then has to straighten out the chain before it tightens up. The idea is as old as sailing but I have never seen anyone else do it. The weight I use would probably not hold against solid water like the Cabo storm, but I'm sure it would help.

I have been in Cabo four times with my boat and many other times fishing. I've always been impressed how brave the captains must be to anchor so close to the beach and still be able to sleep at night. I have

never anchored in the first row and do not try to get too close in the second row.

One of the foibles of first and second-time cruisers, which most people are since most wives will not go again, is the desire to snuggle between two boats that are already anchored. I suggest that as long as there is good holding ground you can reach, that you anchor on the outside. There are some anchorages that are too crowded and then you have to do the best you can, but I have seen the snuggle syndrome in the third boat in a ten boat anchorage.

P.S. If there is a "Price Club" membership discount store that you can reach, the prices are much less for provisions. Some of the packages are too big for a small crew but many things are usable and about 25% cheaper. I know of one in Chula Vista and one in Colton — there are others.

— ernie and pauline copp

**Mary T. — Garden 41
Mary & Terry Taylor**

**La Paz
(Portland)**

For a decade the woman sitting pretty at left resisted the idea of going cruising. Mary T. says, "My husband worked and saved ten years for this, but I just ignored him. I figured the dream would pass. I hoped it would never happen, because I was scared to death, and because I thought I would hate it."

Now that she's had time to stretch out in the tropical Mexico sun, feast on the economical restaurant delights of La Paz, and meet lots of great new friends, Mary is sold on cruising. In fact, Mary and Terry like La Paz so much they've temporarily shelved plans to go to mainland Mexico and the Marquesas. "We'll hang out here until we can't stand it anymore."

Mary is a retired Montessori school teacher. Terry, who made a lot of things for the boat and keeps it in superb condition, is retired from Freightliner, where he was foreman of the tool and die department.

— richard

**La Embra — Cheoy Lee 40
George Jackson
Papeete
(San Francisco)**

Thought you may like to know what *La Embra* has been doing since leaving San Francisco on 15 December 1981.

We did the Milk Run to Cabo San Lucas; however, went right out to sea from San Francisco avoiding the storms along the coast. At the end of May we set off for the Marquesas, taking only 23 days. On the advice of an expert we headed for 132° W and 8° North before crossing the eastbound equatorial current, and rode through the doldrums at 7½ knots. We had a really nice stay in Nuku Hiva and surrounding islands and wonderful trip through the Tuamotus.

Locals in several islands operate a "yacht

LATITUDE 38/RICHARD



Peter Whitney, the *Country Gentleman*.

club" which consists of a large book in which each visiting yacht gives their story. Some wonderful artwork and photos work their way into these volumes.

Snorkeling in Tuamotots is the best. Nowhere are there so many kinds of friendly fish of endless color and shape variations.

Yesterday had the pleasure of seeing the *Queen Elizabeth 2* in Openohu Bay, Moorea. Wonderful sight against the background of verdant green mountain pinacles.

Have been spending a lot of time at the Bali Hi Club in Cooks Bay, Moorea. These folks are wonderful to the yachties. Let you use the showers, pool, sundecks and even watch the dancing for free. It's a nice anchorage and convenient for water, fuel and stores.

Naturally we had to do the Papeete bit, along the wharf with running water, electricity, etc. But we do like Moorea best.

Have wonderful crew; Andy Woolfe from Spokane and Lutz Pouplier (top diesel mechanic) from Germany.

— george jackson

Country Gentleman — Freeport 41 Peter Whitney La Paz (Lake Tahoe)

Who would have ever known, but those mountain folks really do like to come down off the hills and cruise the tropical waters. *Country Gentleman* is part of Tahoe Executive Charters in the summer. But when the snows came she was trucked down to San Diego and sailed to La Paz. Anchored in Cabo the night of the disastrous blow, *Country Gentleman* took safety in the open ocean.

Another Lake Tahoe boat, also a Freeport 41, is *Baby B*, belonging to Dave Duetch. Like *Country Gentleman*, *Baby B* is in charter service on Lake Tahoe during the

summer, and comes to Mexico for the winter to work on its tan.

— richard

Sundowner — 33' Crowther Trimaran Joe & Lynne Terriault And cat, "Blue"

When we last wrote to *Changes in Latitude* we were in Acapulco. Since then we've crossed the Gulf of Tehuantepec without being ravished by its infamous storms. Our last Mexican stopover was in Puerto Madero, where we officially checked-out.

Continuing southward it took us four-and-a-half days to sail to Playa del Coca in Costa Rica. There was nothing consistent about the currents, or the winds — we reached and beat in no logical pattern. On one light air day we only logged 70 miles, and during a gusty day we covered 200 miles. We laid over in Costa Rica for three months and visited a number of beautiful anchorages. Compared to Mexico, Costa Rica is much cleaner, and the shopping is a lot better. We took a 10-day respite from the boat and vacationed in the capital, San Jose. What a treat! We stuffed ourselves with great food, cheap beer, ice cream, and took a fun train ride from San Jose to Limon (on the Atlantic side).

Reluctantly we moved on to Panama where we stopped at Club Pacifico on Corba Island, which is a well-known sportfishing resort. We found Panama City interesting and exciting — but only certain areas. Contrary to stateside horror stories, we found the Canal Zone employees to be friendly and

helpful; our transit went smoothly. It is a remarkable experience going through locks from one ocean to another.

Immediately upon entering the Caribbean we headed to the San Blas Islands off the coast of Panama, where we spent five weeks. Thus far this has been the best part of our cruise. The Kuna Islands are exceptionally friendly and have a fascinating culture — plus their handmade beads and molas are gorgeous. The diving was superb, and Joe is accumulating an impressive shell collection.

All good things eventually come to an end, and our next leg to Jamaica was a miserably rough sail northward. The winds were intense and the seas huge. We spent

Dusk at an isolated anchorage on Isla San Jose.





LATITUDE 3 / RICHARD

Bill and Sue Culver on *Grace*; they finally got their 46-footer off the beach at Cabo and are headed to the Marquesas.

It was like old home week talking with natives from our home state. There are very few California boats in this part of the world. It also seems like there's no small craft in the Caribbean — our 34-ft tri is usually the smallest yacht at every anchorage.

Future plans are to visit the islands in the Lesser Antilles until May, and then head north to the Gulf states. Once we've arrived in Texas, we plan to take *Sundowner* apart — it's a demountable trimaran — then trailer it back to San Francisco. Hello to everyone back home!!

P.S. In January 1983, *Sundowner* was headed to Charlotte Amalie, then onward to St. Maarten in February. St. Thomas is packed with tourists and everything is super expensive — except rum which is 99¢ a fifth (no tax either).

— lynne orloff-jones

Sunny — Peterson 44 Jim Dirksen and crew Santa Cruz

Jim Dirksen of Aptos reports that as of late February, he, Kaj Stevenson, Shannon Kastor and Jose Evans have left Monterey for Mexico.

Dirksen reports they hope to meet Jim Hundrel in Conception Bay; Hundrel is "well-known for his photography of whales", and Conception Bay is well-known as home to rare species of blue whales.

After that *Sunny* will be headed for Cabo San Lucas, Mulege, Guaymas, and all kinds of other good Gulf spots. He plans to return to Northern California in early summer.

This will be Dirksen's second trip to Mex-

ico; last year he sailed as crew on Jerry Richey's 48-ft steel ketch, *Vanguard*, from Santa Cruz.

Cruising Notes: A Cruising Question About Insurance and Liability

A lot of variations of the following questions arose after the disaster in Cabo San Lucas, in which many boats were lost as a result of colliding with one another.

Suppose your boat was washed up on the beach, high and dry, in good shape to be salvaged. An hour later another boat washes ashore and smashes yours to bits. Is that boat liable for the damage to your boat? Are you liable for damage to his?

Suppose that your boat drags over the anchor line of another boat, pulling their anchor loose. Are you responsible to the damage to their boat if they end up on shore?

We don't know the answers to these questions and wonder if any of you insurance experts could shed a little insurance light on such situations.

Gag Me Without A Spoon

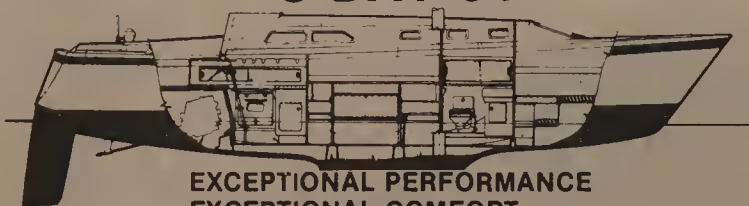
The end of *turista*? Has Montezuma declared "No more revenge"?

That's the case, according to Charles D. Ericsson, associate professor of medicine at the University of Texas Medical School in Houston, if you use the correct medication. The stuff is an antibiotic called bicozamycin, and Dr. Ericsson reported in the January issue of the *Annals of Internal Medicine* that it stops cramps, fever, vomiting, and diarrhea in many cases. For whatever reason the antibiotic zeros right in on diarrheal pathogens, the nasty little bugs that do the damage.

So if you're headed South, you may want to ask your physician what he thinks of it. If he gets you some, we'd appreciate a quick review.

LATITUDE 38/RICHARD

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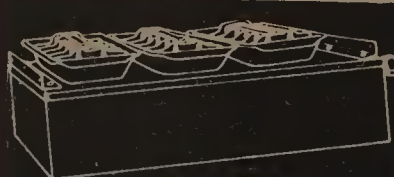


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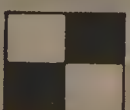
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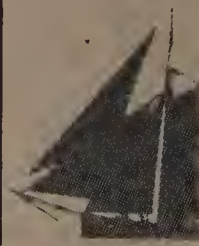
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Concrete construction, 28'-48' berths,
water, 30-amp electrical service,
fiberglass dock boxes, gate security,
night-lighting and restrooms.

For information on this new
301-berth marina, please call:
(415) 521-0905

It's Crew List time again, folks! This month, as promised, we're bringing you: 1.) a list of men and women looking to crew on racing boats; and 2.) a list of racing boat owners looking for crew. (Remember next month we print the 'social' sailing and cruising categories.)

Based on past experience, we can tell you the best way to approach the list is to start anywhere and proceed at random. If everybody starts with the first name, that poor soul is going to get a lot of phone calls. So give he/she a break. Just close your eyes and put your finger somewhere on the page and start dialing.

A word about the The Big Rule of these lists. The Big Rule is that everybody on this list has absolved *Latitude 38* of any responsibility for any and all misfortune that may arise. If someone hounds you by phone or mail, or if the boat you end up on gets pounded to pulp on the rocks, or the crew you recruit turns out to be a coke freak who needs some quick cash — if any of the above transpires then you have only yourself to blame. Then again you like life with a little thrill, which is why you signed up in the first place. From here on in, though, the ball is in your court.

MEN TO RACE

Our first category is a list of men looking to crew on a racing boat. Since there are so many names, we're giving everyone's specifications in code, one we hope you find simple to understand. Here's an example:

John E. Whizzkid, 29, 123 Spinnaker Way, Berkeley 94805

.....wants 1,2 / prefers 2 / has 3 / will 3,4,5

This means that John E. is 29 years old, lives at the address given, wants to race on the Bay and ocean, prefers boats over 30 ft. long, has mucho, years and years of experience, including a bunch of ocean races, and he will go to the masthead to retrieve the halyard at sea, navigate (he has lots of experience) and do foredeck (also has lots of experience).

Simple enough, right? If you need help, ask a friend. Next we'll give you a complete code and then — ta da! — the 1983 Racing Crew List!

CODE

I want to race:

- 1 = Bay
- 2 = Ocean
- 3 = TransPac (July)
- 4 = Mexico (Nov. '83, Feb. '84)

I prefer:

- 1 = Boats under 30 ft.
- 2 = Boats over 30 ft.
- 3 = Dinghie

My experience is:

- 1 = Little, less than one full season on the Bay
- 2 = Moderate, two full seasons or more, some ocean
- 3 = Much, years and years, bunch of ocean

I will:

- 1 = Help with bottom, do maintenance — anything!
- 2 = Play boat administrator, go-fer
- 3 = Go to the mast head to retrieve the halyard at sea
- 4 = Navigate, I've got lots of experience
- 5 = Do foredeck, I've got lots of experience
- 6 = Do grinding, I've got muscle

MALES

Ron Middleton, 31, (415) 726-2585, RR1, Box 316, Half Moon Bay 94019

.....wants 1,2 / prefers 1,2 / has 1 / will 1,3,6

Dave Anstead, 29, 1125 Elder Ave., Menlo Park 94025

.....wants 1,2,3,4 / prefers 2 / has 2 / will 1,2,3,6

John Moreau, 39, (w)(415) 486-5521, (h)(415) 228-9070

.....wants 1,2 / prefers 2 / has 2 / will 1,2,3,4,6

Larry Warshaw, 36, (h)626-2280, (w)GA-1-1467, 3051 1/2 Market St., S.F. 94114

.....wants 2,3,4 / prefers 2 / has 2 / will 1,3,6

Jack Scullion, 32, (w)(408) 996-4178 .. wants 2,4 / prefers 2 / has 2 / will 1,3,5,6

Eric Walther, 33, (415) 532-5607, Box 2182, Alameda 94501

.....wants 1,2,3,4 / prefers 1,2 / has 3 / will 1,2,3,4,5,6

Steve Murdoch, 27, 431 Hawthorne Ave., Palo Alto 94302, 321-8076

.....wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,6

John H. Trollman, 40, (408) 973-0130 (e. after 7), 10255 Anthony Pl., Cupertino

.....wants 1 / prefers 2 / has 2 / will 1,2,3,5,6

Phil Goldstein, 35, days 751-5500, eves 386-0407

.....wants 1,2 / prefers 1,2 / has 2 / will 1,2,6

Kent B. Rogers, 31, 6205 Plumas Ave., Richmond, (415) 526-1596/529-2908-wk.

.....wants 3 / prefers 2 / has 3 / will 5

Marvin Burke, 42, (415) 892-7793

.....wants 2,3,4 / prefers 2 / has 3 / will 1,2,3,4,5,6

Dick Mason, 38, 567-8183 (h), 989-5087 (o) . wants 1 / prefers 1,2 / has 2 / will 1

Robert Baldino, 34, (415) 857-1496 .. wants 3,4 / prefers 2 / has 3 / will 5,6

Alson Silva, 30, (408) 496-1000 (d), (408) 288-6307 (e)

.....wants 1,2 / prefers 2 / has 2 / will 1,2,3,6

Alvin Chin, 30, 421-9565 (d), 349-3524 (e)

.....wants 1,2 / prefers 1,2,3 / has 2 / will 1,2,5

Jeff Eden, 27, (415) 889-8142 (h), (415) 487-5560 (w)

.....wants 1,2 / prefers 1,2 / has 3 / will 1,2,3,4,5,6

Philip Jennings, 32, 341-6546 .. wants 1,2,3,4 / prefers 2 / has 3 / will 1,2,4,5,6

Ali M. Emre, 23, c/o Taysi, 2203 Hastings Dr. #21, Belmont, (415) 595-4019(pm)

.....wants 1 / prefers 2 / has 3

Frank Grange, 35, (415) 459-0612 (e), (707) 778-7211 (d)

.....wants 1 / prefers 1 / has 2 / will 2,5

James Mock, 32, 892-7414, 833 Wilson Ave., Novato 94947

.....wants 1,2 / prefers 1,2,3 / has 1 / will 1,2,3,5,6

John K. Lauber, 40, (415) 327-0415 (h), (415) 965-5717 (o)

.....wants 1,2 / prefers 2 / has 2 / will 1,2,6

Alan J. Hiller, 36, (415) 769-9423, (415) 451-2359 (w)

.....wants 1,2,3,4 / prefers 1,2 / has 3 / will 1,2,3,4,5,6

Dave Sherrill, 26, (408) 255-2831

.....wants 1,2,3,4 / prefers 1,2 / has 2 / will 1,3,5,6

Gene B. Del Vecchio, 36, (415) 726-6749

.....wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,2,3,4,6

Nicholas Dierauf, 17, 553-15th Ave., San Francisco 94118, 387-1953

.....wants 1,2 / prefers 1,2,3 / has 2 / will 1,3,4,5

Roger L. Paine, 39, 283-3198 (h), 444-1831 (w)

.....wants 1,2 / prefers 2 / has 3 / will 4,5,6

Vincent Casalaina, 37, 841-8524, 2418 Stuart, Berkeley

.....wants 1 / prefers 1,2 / has 2 / will 3,5,6

Scott Vilander, 26, (408) 246-4439, 715 Nicholson, Santa Clara 95051

.....wants 3 / prefers 2 / has 2 / will 1,3,6

H. Renton Rolph, 34, 421-4600 (d), 435-1695 (e)

.....wants 1,2 / prefers 1,2 / has 2 / will 1,2,3,6

Brian O'Mara, 30, (408) 257-5449 .. wants 1,2,3 / prefers 1,2 / has 2 / will 1,2,3,6

James G. Smith, 46, (707) 823-7015, 4812 Gravenstein Hwy. So., Sebastopol

.....wants 1,2,3,4 / prefers 1,2 / has 2 / will 1,2,3,5,6

Rocky Timberlake, 34, (415) 548-3436, 2522 Piedmont Ave. #2, Berkeley 94704

.....wants 1,2,3 / prefers 1,2 / has 1 / will 1,2,5

Robert S. Hill, M.D., 41, #8 2052 Wilkinsa Ave., Napa 94558

.....wants 1,2,3 / prefers 1,2 / has 2 / will 1,2,3,6

Alexander Law, 23, 3252 Florida St., Oakland 94602, 482-4591

.....wants 1,2,3,4 / prefers 1,2 / has 3 / will 2,3,5

Murray Kalish, 28, (415) 398-6600 (o), (415) 387-6353 (h)

.....wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,2,3,6

C. John Wardle, 48, (408) 286-6476

.....wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,2,3,6

Bob Weir, 29, (408) 730-1641, Sunnyvale

.....wants 1,2 / prefers 2 / has 2 / will 1,3,6

Richard M. O'Brien, 30, (415) 969-9554 .. wants 1,2 / prefers 2 / has 2 / will 5,6

Raymond Bolton, 36, P.O. Box 571, Tiburon 94920, 331-0208

.....wants 1 / prefers 1 / has 1 / will 1,2

CREW LIST - RACING

MEN TO RACE — CONT'D

John Thomas, 35, 456-3049 wants 1,2,3,4 / prefers 1,2 / has 2 / will 2,3,5
 Mike Wilson, 37, (408) 730-5141 wants 1,2 / prefers 1 / has 1 / will 1
 Rich Adams, 31, (415) 540-7500, Berkeley
 wants 1,2,3,4 / prefers 2 / has 2 / will 1,3,5,6
 Paul Harwood, 43, (408) 274-0201 wants 1,2 / prefers 2 / has 2 / will 1,5,6
 Chuck Reilly, 29, 375 Mandarin Dr. #115, Daly City, (415) 994-3442
 wants 1 / prefers 1 / has 1 / will 1,2,3,6
 Larry Petite, 38, (415) 929-9576, 729 Fillmore St., San Francisco 94117
 wants 1,3,4 / prefers 2 / has 3 / will 1,2,3,4
 John English, 33, 934-5197 wants 1,2 / prefers 1,2,3 / has 2 / will 1,3,6
 Herb Lundin, 42, (408) 476-3543, 420 Lake Ave., Santa Cruz 95062
 wants 1,2,3,4 / prefers 1,2,3 / has 2 / will 1,2,6
 Russ Squires, 51, 564-7867, 2437-23rd Ave., San Francisco 94116
 wants 2,3,4 / prefers 1,2 / has 1 / will 1,3,6
 Dal Burns, 28, (415) 778-3906 wants 1,2 / prefers 2 / has 1 / will 1,2,3,6
 Ed Jessen, 35, (415) 965-1672 wants 2 / prefers 2 / has 2 / will 1,2,3,6
 Luke Conley, 42, 518 Bryant #301, San Francisco 94107
 wants 1 / prefers 1,3 / has 1 / will 1,2,3
 Dean Noble, 38, (415) 791-8849 wants 1,2 / prefers 1,2 / has 1 / will 1,6
 Bob Mitchell, 36, 983-3261 (w), 456-2336 (h)
 wants 1,2 / prefers 1,2 / has 2 / will 1,3,5,6
 Tom Miller, 35, 593-8523 wants 1,2 / prefers 1,2,3 / has 1
 Geoff Swindells, 24, 849-2559 wants 1,2,3 / prefers 1,2 / has 2 / will 5
 Harry Thompson, 30, (415) 459-8761, 459-1353, 10 Marina Court Dr. San Rafael
 wants 1,2 / prefers 1,2 / has 2 / will 2,3,6
 Martin Joffe, M.D., 31, 332-5109, 282 Headlands Crt., Sausalito 94965
 wants 1,2 / prefers 2 / has 2 / will 1,2,6
 George Horton, 30, 1016 Masonic Ave. #5, San Francisco 94117, 863-6933
 wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,3
 Tom Pillsbury, 27, 563-8792 wants 1,2 / prefers 1,2 / has 2 / will 1,5,6
 Bill Grummel, 40, (408) 578-7944, 6273 Gunter Way, San Jose
 wants 1,2 / prefers 1,2 / has 1,3 / will 1,2,3,5
 Dick Conner, 45, 1243 Pine St., San Francisco 94109, (415) 775-3396
 wants 1,2,3 / prefers 2 / has 2 / will 3,4
 Bruce E. Grinnell, 28, 876-2922 (w), 392-1053 (h)
 wants 1,2,3 / prefers 1,2 / has 1 / will 4,5
 Jerry Moore, 32, 752-3867 wants 1,2,3,4 / prefers 1,2,3 / has 3 / will 1,2,3,5
 John P. Orfali, 32, (415) 339-8762 (h)
 wants 1,2,3,4 / prefers 1,2 / has 3 / will 2,3,5,6
 George Doue, 33, 621-5411 (msgs), 431-5116, P.O. Box 1140, Berkeley 94704
 wants 1,2,3,4 / prefers 2 / has 1 / will 1,2,3
 David Demarest, 31, 821-4839 wants 1,2,3,4 / prefers 1,2 / has 2 / will 2,3,5,6
 Michael Hanf, 29, 1790 Broadway #202, S.F. 94109, 928-4124(h), 393-8660(w)
 wants 1,2 / prefers 1,2 / has 2 / will 2,6
 John Gardiner, 37, (415) 532-6136, Oakland
 wants 1,2 / prefers 1,2 / has 1 / will 1,3,6
 Stephen Ware, 27, 332-5373, 220 Redwood Hwy. #110, Mill Valley 94941
 wants 1,2,3 / prefers 2 / has 3 / will 1,2,3,5,6
 Ken Hitchner, 28, 359-7549 wants 1,2,3,4 / prefers 1,2 / has 1
 Kurtis Nelson, 28, (209) 529-9577, 3440 Bellevue Dr., Modesto 95350
 wants 3,4 / prefers 2 / has 3 / will 1,2,3,4,5,6
 Rich Vasquez, 42, (415) 445-8722, (408) 267-2337
 wants 1,2,3,4 / prefers 2 / has 2 / will 1,5,6
 Richard Fish, 19, 224A Thille Hall, Univ. of CA, Davis 95616, (916) 752-5016
 wants 2,3 / prefers 2 / has 2 / will 1,2,3,5,6
 Thomas Martin, 26, 470 Faxon Ave., San Francisco 94112, 469-7813
 wants 1,2,3,4 / prefers 2 / has 1 / will 1,2,3,6
 Mike Heiner, 24, 456-3231 wants 1,2 / prefers 2 / has 2 / will 1,2,3,5,6
 Chris Baldwin, 32, 1001 J Bridgeway #419, Sausalito 94965, (415) 331-3368
 wants 1,2,3 / prefers 1,2 / has 3 / will 1,3,4,5,6
 Bob Neal, 38, (415) 671-7370 (e), (707) 745-7576 (d)
 wants 1,2 / prefers 2 / has 1 / will 1,2,5,6
 James Goldberg, 30, 1758 N. Point St., San Francisco 94123, 346-5027
 wants 1,2 / prefers 1,3 / has 1 / will 1,2,3,6
 Jim Dietz, 29, 331-2309 wants 1,2,3,4 / prefers 2 / has 2 / will 1
 Michael Warren, 36, 457-6251, 488-9746, P.O. Box 351, San Anselmo 94960
 wants 1 / prefers 1 / has 1 / will 1
 Bill Horn, 40, (408) 746-3565 (w) wants 1,2 / prefers 1,2 / has 2 / will 1,2,4,5,6
 John Cusack, 24, 966-7369, 5400 East Knoll Dr., Fair Oaks 95628
 wants 1,2,3,4 / prefers 1,2,3 / has 2 / will 1,2,3,5,6
 David Marr, 40, (415) 680-1671 (h), (415) 933-7900 (w), 2236 Fox Way, Concord
 wants 1,2,3,4 / prefers 2 / has 1 / will 1



The thrill of racing . . .

Marc Mueller, 25, 947 Azure St. #4, Sunnyvale 94087, (408) 735-7326
 wants 1,2,3 / prefers 1,2 / has 2 / will 1,3,5,6
 Ken Moore, 34, (415) 349-2151 (d), (408) 338-2928 (e)
 wants 1,2 / prefers 1,2 / has 2 / will 1,2,3,5,6
 Gerard F. Orme, 42, (707) 263-1473, P.O. Box 252, Cobb 95426
 wants 1,2,3,4 / prefers 1,2,3 / has 3 / will 1,2,3
 Wheaton Smith, 54, 494-8835 (e), 243 Ely Place, Palo Alto 94306
 wants 1,2 / prefers 2 / has 2 / will 1,2
 Patrick H. Burns, 45, (415) 726-2897, 452 Oak Ave., Half Moon Bay 94019
 wants 1,2 / prefers 2 / has 1 / will 1,2,6
 Thom Uelk, 38, 259 Greene, Mill Valley 94941, 388-7977, 453-8589
 wants 1,2,3,4 / prefers 1,2 / has 2 / will 1,3,4,6
 Josiah R. Meyer II, 41, (408) 727-8998 (h), 2246 Creek Bed Ct., Santa Clara
 wants 1,2 / prefers 1 / has 2 / will 1,2
 Mike Sipuslc, 34, (415) 658-8430, 5527 McMillan Ave., Oakland 94618
 wants 1,2,4 / prefers 1,3 / has 1 / will 1,2,3
 Chris Rutz, 16, 42 Heather Ln., Orinda 94563, (415) 254-0579
 wants 1,2,3 / prefers 2 / has 2 / will 1,3
 John Dolan, 35, 345-0617, 965-7270 (w), 2626 Alameda, San Mateo 94403
 wants 1,2 / prefers 2 / has 1 / will 1,3,5,6
 Dave Alaimo, 30's, (408) 286-5880, (408) 255-1722, 20175 Guava Ct., Saratoga
 wants 1,2,3 / prefers 2 / has 2 / will 2,3,5,6
 Ed Ruffat, 29, 25200 Caros Bee #513, Hayward 94542, 881-1031 (h), 886-1235 (w)
 wants 1,2,3 / prefers 2 / has 2 / will 1,3,5,6
 Bob Sleeth, 44, (408) 721-3876 (w), (408) 247-7231 (h)
 wants 2 / prefers 1,2 / has 3 / will 3,4,5,6
 Alfred W. Riggs, 38, 36342 Cabrillo Dr., Fremont 94536, (415) 792-1973
 wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,2,3
 Roger Barnes, 36, 16 Janet Way #158, Tiburon 94920, 388-8452 (h), 956-1500 (w)
 wants 1,2,3 / prefers 2 / has 3 / will 2,3,5
 Harvey Deutsch, 34, 143 Fair Oaks, San Francisco 94110, 641-9138
 wants 1,2 / has 1 / will 1,2,3,6
 Jim Weatherhead, 34, 362-1211 (o), live in San Rafael
 wants 1,2 / prefers 1,2 / has 2 / will 1,2,3
 Sandy Harrill, 35, 848-8936, P.O. Box 4612, Berkeley
 wants 1,2 / prefers 1,2 / has 3 / will 4,5,6
 David A. Browne, 29, 3 Captaln #205, Emeryville, 893-6620 (wk), 658-5610 (h)
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3
 E.T. McMahon, 42, 434-1191 (h) wants 1,2,3,4 / prefers 2 / has 1 / will 1,2,3,6
 Jerry Stine, 36, 582-0286 wants 1,2,3,4 / prefers 1,2,3 / has 1,2 / will 1,3,6
 Tyler Johoson, 18, 55 Elm Ave., Mill Valley 94941, 381-1644
 wants 1,2,3,4 / has 1 / will 1,2,3,4,5,6
 Larry Mayers, 32, 164 Peralta Ave., San Francisco, 824-5540
 wants 1,2 / prefers 1,2 / has 1 / will 1,3
 Larry Olsen, 37, 632-4042 wants 2 / prefers 1 / has 3 / will 1,5,6
 Donald G. Nicholls, 39, 332-9505 wants 1,2,3,4 / prefers 1,2,3 / has 2 / will 4,5
 John R. Nelson, 25, 521-7164, Alameda
 wants 1,2 / prefers 1 / has 1 / will 1,3,6
 Ray Jason, 36, 3031 Steiner #8, San Francisco 94123, (415) 567-2674
 wants 2 / prefers 1 / has 1 / will 3,6
 Jack Rosenberg, 29, 332-5373 wants 2 / prefers 1,2 / has 3 / will 6
 Tom Freeman, 50, (415) 236-4242, Box 323, Pt. Richmond 94804
 wants 1,2,4 / prefers 2 / has 2 / will 1,2,5,6
 Peter Sahmel, 32, 1835 Vallejo #607, San Francisco 94123, 441-7762
 wants 1,2 / prefers 1,2 / has 3 / will 3,4,5
 Bob Daniels, 39, (415) 641-9059 wants 3,4 / prefers 2 / has 3 / will 1,3,5,6

CREW LIST - RACING

MEN TO RACE — CONT'D

Paul E. Braschi, 26, 588-8882 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6
Paul Rogers, 29, 381-2213 wants 1 / prefers 1,2 / has 1 / will 1
Stan Ross, 41, 1405 Concord Ave., Modesto 95350, (209) 529-4335
 wants 2,3,4 / prefers 1,2 / has 2 / will 1,2,3,5,6
Jeff White, 30, (415) 461-7272 (w), (415) 922-2159 (h)
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6
Phillip Rizzo, 34, 731-8022, 2380-46th, San Francisco
 wants 1,2 / prefers 1,2 / has 1 / will 1,3,6
Bob Rapasky, 42, (415) 825-9623 (h), (415) 827-7336 (w)
 wants 1 / prefers 1,2 / has 2 / will 2,4
Bill Lutkenhouse, 56, (415) 841-8729, 1809 4th St., Berkeley 94710
 wants 1,2,3,4 / prefers 2 / has 2 / will 1,2,3,4,6
Mark P. Elliott, 28, (415) 321-6261, 430 Addison, Palo Alto 94301
 wants 1,2,3 / prefers 1,2 / has 1 / will 1,2,3,5,6
Warren Prescott, 32, (415) 459-3186 (d), (415) 383-5208 (e)
 wants 1,2 / prefers 1,2 / has 1 / will 1,3,5,6
Joseph G. Lind, 39, (707) 446-1668 (o), 448-3572 (h), 284 Cheyenne Dr., Vacaville
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6
Cai Huntzinger, 26, (415) 455-5617 wants 4, prefers 1,2 / has 2 / will 1,5,6
Larry Rau, 35, Box 167, Penngrove 94951
 wants 1,2,3,4 / prefers 1,2,3 / has 2 / will 1,2,3,6
Gerry Citek, 36, (415) 499-8414 wants 3,4 / prefers 2 / has 1 / will 1
Carroll Skov, 46, 175 W. College Ave., Santa Rosa 95401, (707) 545-4955
 wants 1,2,3,4 / prefers 1,2 / has 2 / will 1,2,5,6
James Miller, 3 Bolinas Rd., Box 265, Fairfax 94930, 457-1012
 wants 3,4 / prefers 2 / has 1 / will 1,2,6
Paul Delts, 27, (707) 829-0978 wants 1,2 / prefers 1,2 / has 1 / will 1,2
William J. Conroy, 56, (415) 838-2226, 359 Del Amigo Rd., Danville 94526
 wants 1,2 / prefers 1 / has 1 / will 2,4,5
Marty Sweet, 24, 2462 Great Hwy., San Francisco 94116
 wants 1 / prefers 1,3 / has 1 / will 1,2,3
Terry Mahoney, 30, 751-9257 wants 1,2,3 / prefers 2 / has 1 / will 1,3,5,6
Norm Nuen, 30, (415) 465-9648 wants 1,2,3,4 / prefers 2 / has 2 / will 1,2,3,4,6
Christlan Mohr, 16, 6162 Meridian Ave., San Jose 95120, (408) 288-6179
 wants 1 / prefers 1 / has 3 / will 1,2,3,4,5,6
Don Morrison, 50, 228-8161 (w), 787-2389 (h)
 wants 3,4 / prefers 2 / has 3 / will 1,2,3,4,5
Michael Biel, 29, 45 Rodeo Ave. #4, Sausalito 94965
 wants 1 / prefers 2 / has 1 / will 1,6
M.A. Ortega, 26, c/o IECO, 180 Howard, San Francisco 94105, (415) 442-7600 (d)
 wants 1 / prefers 1,3 / has 1 / will 1,2,3,6
Joseph Valls, 36, 897-4800 wants 1 / prefers 1,2 / has 1 / will 6
Benny Loebner, 27, 2934 Alexis Dr., Palo Alto, 941-8785
 wants 1,3 / prefers 1,2 / has 1 / will 1,3,6
Peter Van Gelder, 35, (707) 857-3868
 wants 2,3,4 / prefers 2 / has 3 / will 1,2,3,4,5,6
Ray Maillette, 28, (408) 293-8298 wants 1 / prefers 2 / has 1 / will 1,2,6
Dennis Folsom, 36, P.O. Box 683, Martinez, 229-3338
 wants 1,2 / prefers 1,2 / has 1,2
John Hurley, 29, (916) 381-6847 (h), (916) 481-4100 & (800) 428-4100 (w)
 wants 1 / prefers 1 / has 1 / will 3,6
Robert O. Soleway, 47, 461-7576, 60 Westwood Dr., Kentfield 94904
 wants 1,2,4 / prefers 2 / has 2 / will 1,2,3,4,6
Gary Merillon, 28, 883-5276 (h), 563-9356 (w), 521 Alameda del Prado, Novato
 wants 1,2 / prefers 1,2 / has 2 / will 1,3,6
Stephen Gandy, 28, 461-3512 wants 1,2,4 / prefers 2 / has 2 / will 1,2,3,5,6
Paul Kamen, 32, 540-7968 (h), 543-8650 (w)
 wants 3 / prefers 2 / has 3 / will 4
Ron Perkins, 28, (415) 681-6718, 78 Woodland, San Francisco
 wants 1,2,3,4 / prefers 2 / has 2 / will 1,2,3,5,6
Elmo Moorehead, 57, (415) 236-7857, El Cerrito
 wants 2,3,4 / prefers 1,2 / has 2 / will 1,2,3,4,5
Peter Veasey, 28, (415) 372-0739
 wants 1,2,3,4 / prefers 1,2,3 / has 2 / will 1,2,3,4,5
Dick Slinn, 38, (415) 376-8095 wants 1 / prefers 2 / has 2 / will 1,2,3,4,5,6
Gary Wieneke, 31, (415) 474-8430, 846 Green St., San Francisco 94133
 wants 1 / prefers 1,2,3 / has 3 / will 3,5,6
Cecil Robinson, 25, (415) 785-9598, 27719 Coronado St., Hayward 94545
 wants 1,2,3,4 / prefers 1,2 / has 1 / will 1,2,6
R.J. Bai Goodwin, 37, 548-5780 (d), P.O. Box 1201, Mill Valley 94942
 wants 1,2 / prefers 1 / has 2 / will 1,2,6
Joseph G. Lind, 38, (707) 448-1658 (w), (707) 448-3572, 284 Cheyenne, Vacaville
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6

Jeffrey Hartz, 30, (415) 368-8572, Redwood City
 wants 1,2,3 / prefers 1,2 / has 2 / will 3,4
Mike Commins, 17, (415) 547-4880, Alameda
 wants 1,2,3 / prefers 1,2 / has 2 / will 1,3,5,6
Rocky Smith, 28, 3158 College Ave. #3, Berkeley 94705, 658-9487
 wants 1,2,3,4 / prefers 2 / has 3 / will 1,2,3,4,5,6
Carl Dewey, 32, (707) 557-5181, Vallejo wants 1 / prefers 1,2,3 / has 1 / will 1
James D. Shaw, 32, 605 N. 64th St., Seattle, WA 98103
 wants 2,3,4 / prefers 2 / has 1 / will 1,2
David Dibble, 32, P.O. Box 873, Stinson Beach 94970
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6
Michael Elsey, 34, 865-4080, 1919 Shoreline Dr. #215, Alameda 94501
 wants 1,2 / prefers 1,2 / has 1 / will 1,3,5,6
Don French, 46, (415) 757-0757 (w), 757-1383 (h)
 wants 1,2 / prefers 2 / has 1 / will 1,6
Ken Shepherd, 37, 843-0500 wants 1,2,3,4 / prefers 1,2 / has 2 / will 1,5,6
Richard A. Leland, 28, (415) 781-1400 (w), (415) 459-4558 (h)
 wants 1 / prefers 1,3 / has 1 / will 1,3
Robert Brake, 33, 148 Judson Ave., San Francisco 94112, 587-9887
 wants 1,2,3 / prefers 2,3 / has 1
Thomas Bamberger, 45, (707) 778-0291, 2446 E. Washington, Petaluma 94952
 wants 1,2 / prefers 1,2 / has 2 / will 1,2
Michael Peck, 31, 1312 Josephine St. #6, Berkeley 94703, 528-1203
 wants 1,2 / prefers 2 / has 1 / will 3,6
Ed Shirh, 37, 540-7701 wants 2,3,4 / prefers 2 / has 2 / will 1,3,4,5,6
Bruce Eisenhard, 30, (408) 948-7700x377 (d), (408) 255-6620 (h), Cupertino
 wants 2,3,4 / prefers 2 / has 2 / will 3,5,6
Alan Nuytten, 28, 1730 Marshall Rd., Vacaville 95688, (707) 447-3941
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,4,5,6
Gerry Gorski, 26, 751-4732 (e), 751-4649 (d)
 wants 1,2 / prefers 1,2,3 / has 1 / will 1,2,6
Al Greene, 39, 951-2772 (w) wants 1,2 / prefers 1,2 / has 2 / will 1,2,3,4,5,6
Samuel Nieto, 27, (415) 469-3829, 770 Lake Merced Blvd., San Francisco 94132
 wants 1,2,3 / prefers 1,2 / has 1 / will 1,6
Aidan Collins, 38, (415) 753-1178, San Francisco
 wants 1 / prefers 1,2 / has 1 / will 1,2,3,6
Andrew Isar, 27, 442-2374 (w), 992-2324 (h), Daly City
 wants 1,2 / prefers 1,2 / has 1 / will 1,2
Robert Schneider, 40, 587-0770 wants 1,2,3 / prefers 2 / has 3 / will 1,2,3,5,6
Neal Pyke, 34, (415) 570-5187 (h), Foster City
 wants 1,2 / prefers 1,2 / has 2 / will 1,6
Dr. Richard L. Wade, 36, 454-8488 (h), 821-5200 (w), San Rafael
 wants 1,2 / prefers 2 / has 2 / will 1,2,6
Mike Bonanno, 31, 582-7796 (h), 838-3957 (w)
 wants 1 / prefers 1 / has 2 / will 1,3,5,6
Steve Meyers, 34, 953-1436 (d), 525-3657 (n)
 wants 1,2 / prefers 1,2 / has 2 / will 3,4,5
Matthew Coale, 25, (408) 425-0361
 wants 1,2,4 / prefers 1,2 / has 2 / will 1,2,3,6
Dave Calleri, 40, (408) 476-8760 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6

WOMEN TO RACE

Here's the second list. This is the one of women who want to crew on a racing boat. It is *not* the classifieds of the *Pacific Sun*. If you think offering a lady a spot on your Hot Dog 35 entitles you to a spot in her berth, please don't use this list! You'll notice that some of the women use just a first name, some even just their initials. That's fine with us. Phone numbers may be either home or work, so plan your calls accordingly. And let's be gentlemen.

The code for women looking to crew on racing boats is exactly the same as for men. Go to it!

Carol Gloff, 30, 666-2307 wants 1 / prefers 1,2 / has 1 / will 1,2
Josefa Helfetz, over 40, 388-2824 wants 1 / prefers 1 / has 2 / will 1,2,6
Kathy Letterman, 33, (415) 462-2711 wants 1,2,3,4 / prefers 2 / has 1 / will 1,2

CREW LIST - RACING

WOMEN TO RACE — CONT'D

- Mary Gregory, 38, 488-9746 wants 1,2 / prefers 1 / has 1 / will 1,2
 J-9, 33, 673-3939 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3
 Susan Earle, 30, 411 Pendleton, Oakland 94621, (415) 944-1997, 632-5500
 wants 1 / prefers 1,2 / has 1 / will 1,2
 V.R. James, 28, P.O. box 373, Fair Oaks 95628
 wants 1,2 / prefers 1 / has 1 / will 1,2
 Heidi Glover, 32, 671 Fourth Ave., San Francisco 94118, (415) 752-0625
 wants 1,2 / prefers 2 / has 1 / will 1,2,3,6
 Louise Pender, 33, (408) 275-9964, 319 N. 3rd #2, San Jose 95112
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,3,6
 Gillian Smith, 28, 543-9962 (o), Marina, San Francisco
 wants 1,2 / prefers 1,2,3 / has 1 / will 1,2,3,5,6
 Eva Wilson, 25, (415) 524-6468, 5949 Fern St., El Cerrito 94530
 wants 1 / prefers 1 / has 1 / will 1,2,6
 Carolyn A. Cornell, 39, (415) 939-7021
 wants 1 / prefers 1,2 / has 2 / will 1,2,3,6
 Sue Kreipke, 28, 387-7390 (h), 986-3900 (w)
 wants 1,2 / prefers 1,2,3 / has 1 / will 1,2,3,6
 Kathy Teixeira, 32, (408) 978-8234
 wants 1,2 / prefers 1,2,3 / has 2 / will 1,2,3,5,6
 Erin Reed, 22, 523-7343 (h), 865-6115 (w)
 wants 1,2 / prefers 1,2 / has 2 / will 1,3,5,6
 Lisa Blackaller, 18, (415) 456-1461 .. wants 1,2,3 / prefers 1,2,3 / has 1 / will 1,2
 Patricia Knittel, 37, (415) 887-7900 x.29 (d), (415) 523-3923 (e)
 wants 1,2,4 / prefers 1,2 / has 3 / will 2,4,5,6
 Royann Musante, 36, (d)(707) 762-1443 wants 1 / prefers 2 / has 1 / will 1,2
 Christy Texeira, 35, (408) 423-8267 ... wants 1,2,3,4 / prefers 2 / has 2 / will 2,5
 Barbara E. Retelle, 34, 524-1788 wants 1,2 / prefers 1,2 / has 1 / will 1,3,5
 Deborah Rae Politi, 21, General Delivery, Larkspur 94939
 wants 1,2 / prefers 2 / has 1 / will 1,2,3,6
 A. Crothers, 24, c/o: S.O.M., 130 Sutter St., San Francisco
 wants 1,2 / prefers 1,2 / has 1 / will 1,2,5,6
 Karen Leach, 28, 18 Mounds Rd., #6, San Mateo 94401 (415) 343-6860
 wants 1,2 / prefers 1,2,3 / has 2 / will 1,3
 Phyllis J. Schneider, 41, (415) 865-3354 after 4:30 p.m.
 wants 1,2,3 / prefers 2 / has 2 / will 1,2,5
 C.J. Clendenin, 35, (415) 521-0895 wants 1,2 / prefers 1,2 / has 2 / will 1,2,6
 Lynda Waleri, 31, P.O. Box 6782, Oakland 94614, 568-8440(w)
 wants 1,2,3 / prefers 1,2 / has 1 / will 1,2,3,6
 Patty, 30, 522-3239 wants 1 / prefers 2 / has 1 / will 3
 Diane A. Akusls, 35, 20 C Circle Dr., Tiburon, 383-5420 ans. svc
 wants 1,3 / prefers 1,2 / has 1 / will 2,3
 Helen Hancock, 38, (206) 632-6954 wants 1 / prefers 1,2 / has 1 / will 1,2,5
 Janele Burns, 28, (415) 778-3906 wants 1 / prefers 2 / has 1 / will ?
 Chill W. Yin, 25, (415) 641-8567 wants 1 / prefers 1,2 / has 2 / will 2,3,5
 Michele Profant, 31, (415) 521-2916
 wants 1,2 / prefers 1 / has 2 / will 1,2,3,4,6
 Ann Williams Stilt, 40, 461-0251 wants 1 / prefers 1,2 / has 2 / will 1,2,4,6
 Renee Vollmer, 21, 483-1380, 2600 San Leandro Blvd., #1311, San Leandro
 wants 1,4 / prefers 1,2 / has 3 / will 1,3,5
 Kathy Ferguson, 29, (408) 996-3570 wants 1 / prefers 1 / has 1 / will 2
 Sue August, 28, (415) 383-1379 wants 1,3,4 / prefers 1,2 / has 1 / will 2
 Linda Lockwood, 27, (415) 648-5639
 wants 1,2 / prefers 1,2,3 / has 3 / will 1,3,5
 I. Unterberger, 34, 525-1928 wants 1 / prefers 2 / has 2 / will 2,6
 Cynthia Lake, ?, 36 Bulkley, Sausalito, 331-2532
 wants 1,2,4 / prefers 1,2 / has 2 / will 1,2,3,5,6
 Lori Honeyman, 29, (e)381-2213 wants 1 / prefers 1,2 / has 1 / will 1,2
 Karl Kosola, 31, (h)386-3776, 118 16th Ave., San Francisco 94118
 wants 1,2,4 / prefers 1,2 / has 1 / will 1,2,3,5,6
 Sonya "Sunny" Murray, 43, (415) 376-4204, (415) 932-5954, Box 4871, WC 94596
 wants 3,4 / prefers 2 / has 2 / will 1,2,6
 J. Sailing, 48, Box 751, 314 17th St., Oakland 94612
 wants 1 / prefers 2 / has 1 / will 2
 Kathy McNulty, 35, (415) 521-6995 wants 1,2 / prefers 1,2,3 / has 2 / will 2
 H.K. Woeller, 22, 321-7150 (aftr 5 p.m.), 1920 Euclid Ave., #2, Palo Alto 94303
 wants 1,2,3 / prefers 1,2,3 / has 1 / will 1
 Joanne Winars, 32, (h)386-3776, (w)391-4500 x363, 118 16th Ave., S.F.
 wants 1,2,4 / prefers 1,2 / has 1 / will 1,2,3,6
 Julie Bloxham, 28, (415) 221-6430, 577 14th Ave., San Francisco 94118
 wants 1 / prefers 1,2 / has ? / will 1,2
 Marion Hodson, 31, 1333 Broadway, Alameda 94501
 wants 1,2 / prefers 1,2,3 / has 1 / will ?
 Kelly Cuffe, 21, 359-0420 wants 1,2 / prefers 1,2 / has 2 / will 1
 Susan Hall, 38, 524-7939 wants 1 / prefers 1,2 / has 1 / will 1
 Karen, 34, (415) 391-3145 wants 1,2 / prefers 1,2 / has 2 / will 2
 Fran (of the great Pate'), 32, (415) 441-1454
 wants 1,2,3,4 / prefers 2 / has 1 / will 1,2,3
 Patricia Kinttel, 37, (d)(415) 887-7900 x29, (e)(415) 528-3923
 wants 1,2,4 / prefers 1,2 / has 3 / will 2,4,5,6
 Betty Dunets, 35, (415) 931-3038
 wants 1,2,4 / prefers 1,2 / has 1 / will 1,2,3,4,6
 Sandy Mikesell, 34, 386-3838 wants 1 / prefers 2 / has 1 / will 1,2,3
 Hope Boylston, 35, (707) 864-8635, Suisun
 wants 3 / prefers 1,2,3, / has 1 / will 1,2,6
 Jenny Falloon, 36, 763-3017 (lv. msg.) .. wants 1,2 / prefers 1,2 / has 2 / will 1,6
 Sharon Dickinson, 40, (707) 778-7020 (w), 479-3511 (h), San Rafael
 wants 1 / prefers 2 / has 1 / will 1,2
 Cathy Rowboat, 34, 845-1833 wants 1 / prefers 1,2 / has 2 / will 1,2,3
 Jean Warner, 50, 924-4309 wants 1 / prefers 2 / has 2 / will 1,2
 Sandi Harris, 36, 495-4820 (w), 922-6334 (h)
 wants 1 / prefers 2 / has 1 / will 1,2,5,6
 Shirlee, 31, 861-8370 wants 1 / prefers 2 / has 2 / will 1,2,6
 Lauren-R. Hoffman, 27, 981-7850 (w) ... wants 1,2 / prefers 2 / has 1 / will 1,3,5
 Christie Edwards, 35, (415) 658-7800, 547-0431
 wants 1 / prefers 2 / has 1 / will 1
 Mary Boms, 356 Seventh St., San Francisco
 wants 1,2 / prefers 1,2 / has 1 / will 1
 Cynthia Stevenin, 356 Seventh St., San Francisco
 wants 1,2 / prefers 1,2 / has 1 / will 1
 Renee Soleway, 38, 461-7576 wants 1,2,4 / prefers 2 / has 2 / will 1,2,6
 Joyce Kuns, 38, 883-2211 x.326 wants 1 / prefers 1 / has 2 / will 1,2
 Lorena Vernon, 26, (415) 931-3978 wants 1 / prefers 1,2,3 / has 1 / will 1
 Joyce Swartzman, 29, 821-8211 (d)
 wants 1,2,4 / prefers 1,2 / has 2 / will 1,2,5,6
 Karen M. Strobel, 28, 776-3295 wants 3 / prefers 2 / has 2 / will 1,2,6
 Mary Lovely, 30, 567-1342 wants 1,2,4 / prefers 1,2,3 / has 1 / will 1,2,3
 Sharon Figg, 35, 521-3281 wants 1,2,4 / prefers 1,2,3 / has 1 / will 1
 Sandy DelPrete, 37, P.O. Box 250, San Carlos 94070
 wants 1 / prefers 1,2 / has 1 / will 1,2,3
 Kathy Ward, 28, 3030 Q St., Suite 101, Sacramento 95816
 wants 1,2,3,4 / prefers 1,2 / has 2 / will 1,2,3
 Susan D., 25, P.O. Box 855, Tiburon 94920
 wants 1,2,4 / prefers 2 / has 1 / will 1,3,5,6
 Wendy Day, 24, (415) 641-9467, P.O. Box 421-552, San Francisco 94142
 wants 1,2,3,4 / prefers 1,2,3 / has 1 / will 1,2
 Patl O'Neal, 28, 747 Teresita Blvd., San Francisco, 334-2224
 wants 1,2 / prefers 1,2 / has 2 / will 1,2,6
 Sallie Rowe, 38, 332-4922, 626-0181 wants 1 / prefers 1,2 / has 2 / will 1,6
 Marilyn Mahnke, 40, 777-8214 wants 1 / prefers 1,2 / has 2 / will 1,6
 Sherill Wagstaff, 29, (415) 654-6989 wants 1,2 / prefers 2 / has 2 / will 1,2,3
 Carole Swetky, 26, 549-3437 wants 1,3 / prefers 1 / has 3 / will 1,5,6
 Judy Gabriel, 28, 673-0431 wants 1,2 / prefers 1,2 / has 1 / will 5,6
 Peggy Doyle, 25, 495-5448 (w), 931-2418 (h)
 wants 1,2 / prefers 1,2 / has 2 / will 1,2,3,4,5
 Gail Hynes, 30, 521-1202 wants 1 / prefers 1,3 / has 2 / will 2,5,6
 Ursula Huber-Rea, 39, (408) 942-4000 x.4176, P.O. Box 7604, Menlo Park 94025
 wants 1 / prefers 2 / has 2 / will 2,3,5
 Nan E. Wilson, 24, (415) 442-2962 wants 1,2 / prefers 2 / has 1 / will 2,6
 Debra Howard, 26, 956-6132 wants 2,3 / prefers 2 / has 1 / will 1,3,6
 Linda J. Barnard, 27, 422-2459 (w), 846-9626 (h), 5563 Sonoma Dr., Pleasanton
 wants 1,3 / prefers 2 / has 1 / will 2
 Claire L. Shaw, 40 +, 538-0626 wants 1,2 / prefers 1,2 / has 3 / will 1,2,6
 J.C. Hurley, 1842 Jefferson, San Francisco 94123
 wants 1 / prefers 2 / has 1 / will 1,2,4,5,6
 Janet L. Gomez, R.N., 30, 462-3700
 wants 1,2,3,4 / prefers 2 / has 2 / will 1,3,5,6
 Lynn Magnet, 34, 157 Winfield St., San Francisco, (415) 647-9123
 wants 1 / prefers 1,2 / has 2 / will 1,2
 Ricki Eggert, 28, 381-2295, Mill Valley
 wants 1,2,4 / prefers 1,2 / has 2 / will 2,3,6
 Marcia Bartholme, 30, 3158 College Ave. #3, Berkeley 94705, 658-9482
 wants 1,2 / prefers 1,2,3 / has 3 / will 5
 Kathy Baker, 30, (707) 762-3580, Port Sonoma, 720 Sears Pt. Rd., Petaluma
 wants 1 / prefers 1,2,3 / has 2 / will 1,2,3,6

WOMEN TO RACE — CONT'D

Susane Tanner, 37, 161 Morning Sun, Mill Valley, 388-1820 (h), 421-1070 (w)
 wants 1,2,3,4 / prefers 1,2 / has 2 / will 2,3,5
 Christine Geeton, 35, 665-3400 (w/lv.msg.), 566-5255 (direct line)
 wants 1,2,4 / prefers 2 / has 1 / will 1,2,
 Valerie Kimball, 30, 563-4460 wants 1,2 / prefers 2 / has 1 / will 1,6
 Andree Jackson, 25, 922-1754, San Francisco
 wants 1,2 / prefers 1,2 / has 2 / will 1,5,6
 Wendy Costello, 25, 567-2838 (h), 567-4013
 wants 1,2 / prefers 2 / has 1 / will 1,5,6

COUPLES TO RACE — CONT'D

Don & Valerie Bowlby, 53/40, (916) 895-1555 (Don-wk), 2144 Holly Ave., Chico
 wants 1,2 / prefers 2 / has 1 / will 1,3,6
 Valerie Brown/Don Baker, 27, M/F, (w)620-2672, (h)283-3333
 wants 1,2,3,4 / prefers 2 / has 3 / will 1,3,4,5,6

BOATS LOOKING FOR CREW TO RACE

Finally we have the list of boat owners looking for able bodied crewmembers. The code is quite simple and is printed below. Take a minute before you call these folks and ask yourself a couple of questions. Am I willing to make a commitment to this person to help them race their boat efficiently and safely? Am I willing to accept being wet, cold and miserable as a normal part of racing on the Bay or ocean? If you answer no to either one, then don't call!

CODE

I plan to race:

- 1 = Bay
- 2 = Ocean
- 3 = Mexican races
- 4 = MORA
- 5 = 1983 TransPac

I want crew:

- 1 = Who will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared shitless
- 2 = With at least a full season racing experience
- 3 = With over three years experience

I race:

- 1 = Nights and casually for relaxation
- 2 = Pretty seriously
- 3 = Very seriously. I want to win!

FEMALE

Lois Lutz, 45, J/24, 4545 Entrada Ct., Pleasanton 94566
 plans 1 / wants 1,2,3 / races 2

MALES

Tim Fitzmaurice, 32, Cal III-34, (w)444-7561 plans 1 / wants 1 / races 2
 Dave Gallup, 33, Catalina 30, (415) 471-2785 plans 1 / wants 1 / races 2
 Jon Stillier, 30, Catalina 27, 43 Heath Street, Milpitas 95035
 plans 1 / wants 1 / races 2
 Dave Phipps, 44, Seidelmann S299, (415) 357-2623(wkdays)
 plans 1 / wants 1 / races 2
 Jim Newport, 40, 26-ft Thunderbird, 763-6029 . plans 1,4 / wants 1,2 / races 1,2
 Lee Mocker, 49, Cat 38, (415) 483-3390 plans 1 / wants 2 / races 2
 Paul Harwood, 43, Catalina 30, (408) 274-0201 plans 1 / wants 1 / races 3
 Bruce Westrate, 44, 35-ft Gulfweed ketch, (415) 589-8463
 plans 1,2 / wants 1 / races 1,2
 Jim Copeland, 48, Canadian Sailcraft 27, (415) 521-2628
 plans 1 / wants 1,2 / races 1,2

RACING BOAT OWNERS NEEDING CREW — CONT'D

Steve Rankin, 36, Columbia 7.6, (415) 754-0465
 plans 1,2 / wants 1 / races 1,2
 Stanton Swafford, 40, Ranger 20, 381-1249 eves plans 1 / wants 1 / races 1
 Jon Rolien, 47, Catalina 30, (d)459-5421, (e)924-6014
 plans 1,2 / wants 2,3 / races 3
 Gordon Cox, 38, Gladiator 24, (415) 753-1864 plans 1 / wants 1 / races 1
 Bruce Klinefelter, 39, Mirage 28, 19 Montana St., Pt. Richmond 94801, 237-9560
 plans 1,2,4 / wants 1 / races 1,2,3
 Bill Permar, 36, 42-ft New Zealand 2 Ton, (415) 832-2482
 plans 2,5 / wants 1,3 / races 2
 Leo Feltz, Catalina 27, (408) 356-0591 plans 1 / wants 2 / races 3
 Frank B. Mackey, 35, Islander 36, (408) 866-8466 ... plans 1 / wants 1 / races 1
 Peter Corlett, 34, Kaufman 30 ½ Ton, (aftnoons)877-4400/(e)381-2613
 plans 1,2,4 / wants 1,2 / races 2
 Leland Wolf, 46, New York 36, (415) 523-8041 plans 1,2 / wants 1 / races 3
 Rich Stuart, 39, Columbia Challenger, (415) 456-6915
 plans 1 / wants 1 / races 2
 Richard H. Sloan, Ranger 23, (415) 388-2115 plans 1 / wants 1 / races 3
 Bernd Gadow, 41, Islander 36, (415) 397-5500 plans 1 / wants 2 / races 1,2
 Van Selvig, 44, Islander 36, 332-6921 plans 1 / wants 2 / races 3
 Alvin Chin, 30, Santana 20, (d)421-9565, (e)349-3524
 plans 1 / wants 1 / races 1
 Alex Malaccorto, 47, Yankee 30, (w)(408) 773-3507, (h)(408)997-7818
 plans 2,4 / wants 1,3 / races 3
 John Harrington, 43, Peterson 31, (916)241-2903, Box 2393, Redding 96099
 plans 2,4 / wants 3 / races 3
 Bob A. Dries, 38, Columbia 36, 1250 Masonic, San Francisco 94117
 plans 1 / wants 1,2 / races 2
 John H. Super, 40, Islander Bahama, (415) 626-8210
 plans 1,2 / wants 1,2 / races 3
 Bill Zerby, 41, Newport 41, (707) 552-6262, P.O. Box 1189, Vallejo 94590
 plans 1,2 / wants 1 / races 1,2
 Bill Wright, 38, Aphrodite 101, (415) 397-4600 (d) plans 1 / wants 1 / races 3
 Josiah R. Meyer II, 41, Hobie 16, (408) 727-8998 (h)
 plans 1,2 / wants 1 / races 2
 Fred Conta, 44, Islander 28, Tiburon 435-9513 plans 1 / wants 1,2 / races 3
 Cal Huntzinger, 26, Coronado 15, (415) 455-5617 wants 1 / races 2
 Donald G. Nicholls, 39, Ranger 23, 332-9505, 255 Donahue St., Marin City
 plans 1 / wants 1 / races 3
 Robert G. Hill, 48, Cal 2-27, 743-2090 (wkdays 8-4)
 plans 2 / wants 1 / races 1,2
 Ed Shiok, 37, Cal 25, 540-7701 plans 1 / wants 1 / races 3
 Dick Tremaine, 41, Santa Cruz 27, (415) 672-6449 (h), (415) 671-5460 (w)
 plans 2,4 / wants 1,2 / races 3
 Fred Taber, 41, Wabbit, 685-8414 x.38, 336 Borica Dr., Danville
 plans 1 / wants 1 / races 1
 James Bitter, 38, Soling, (415) 388-7897 plans 1 / wants 1,2 / races 1,3
 Dennis Folsom, 36, Islander 30 II, P.O. Box 683, Martinez, 229-3338
 plans 1,4 / wants 1 / races 1,2,3
 Pat Broderick, 42, Coronado 25, 3357 Glen Echo Dr., Santa Rosa 95404
 plans 1 / wants 1 / races 1,2
 Dick Rodgers, 45, C&C 40, P.O. Box 8681, San Francisco 94128
 plans 1 / wants 2 / races 2
 John B. Williamson, 50, Offshore 47, 13852 Upperhill Dr., Saratoga 95070
 plans 1,2,3 / wants 1 / races 1,2
 Dexter Bailey, 31, O'Day 34, (408) 980-0410 plans 1 / wants 2 / races 2
 Tim Jones, 39, Erickson 23, (415) 435-1463, P.O. Box 590, Tiburon 94920
 plans 1 / wants 1 / races 2
 John Jackson, 39, J/24, (415) 924-2743 plans 1 / wants 1,2 / races 3
 Terry O'Rourke, 35, 25' U.S. Yachts Sloop, (415) 345-7446, San Mateo
 plans 1 / wants 1 / races 1,2
 Gerald S. Besses, 40, Santana 22, (707) 762-0001 (w), (707) 763-6615 (h)
 plans 1 / wants 1 / races 2
 Ed & Sandy Martinez, 40, M/F, Ranger 23, (707) 838-7744
 plans 1 / wants 1 / races 2
 Paul Lampley & Dee Fraser, 39/26, M/F, Santana 37, (415) 442-2726 (Dee-w)
 plans 1,2 / wants 1,2 / races 1,2
 Randy & Ann, 40/38, M/F, Tartan 10, 60 Pierce St., S.F. 94117
 plans 1 / wants 2 / races 2
 Ron & Jane Landmann, 33/30, M/F, Merit 25, 835-2463
 plans 1,2,4 / wants 1,2 / races 2

DREAMING ABOUT STEPPING UP TO AN IOR RACER?



DIANE BELSTON

TROUBLEMAKER IS FOR SALE*

A 1977 Heritage One-Tonner and current elapsed time record holder of the Metropolitan Yacht Club's Catalina Race, offered for the upcoming IOR Season.

This IOR thoroughbred, currently rating 28.2, has participated in the 1977, 1979, & 1981 TransPacs. This fine vessel is fully equipped with all Trans Pacific Yacht Club required equipment, and carries the following sail inventory:

1977 MITCHELL

Main	Light 150%
130% / 90%	Blast Reacher (125%)
Storm Jib	Dual Wing Staysail
1.5 oz. Spinnaker	.75 oz. Spinnaker
.75 oz. Spinnaker (1980)	.50 oz. Spinnaker
.75 oz. Blooper	1.5 oz. Blooper

1981 HORIZON SAILS

Main (Kevlar Leech)	Mylar 150%
125%	Kevlar 110% (1982)
Jib Top (150%)	1.5 oz. Spinnaker
1.5 oz. Blooper	Dazy Staysail

*Subject to TransPac Charter

TO FULFILL YOUR DREAM CALL CLIFF WILSON (415) 825-5100

RACING OPPORTUNITIES

So now, assuming you've found a boat to race on or you've found a crew to race with you, where are you going to race? Many owners/skippers already know what their racing schedule will be for the season. Getting you onboard was the final step in making sure they could get around the course with enough hands to pull all the strings. Others, though, may just be starting out in the racing scene. The following is a primer on what to do and who to contact to get you out on the race course.

Probably the first thing to do is call up the **S.F. Bay Yacht Racing Association** (YRA) office at (415) 771-9500. You'll either get Kitty or Debbie on the line. When they find out you want to know about racing, they'll send you an entry packet. In it will be several pieces of paper, including an entry form, a list of minimum equipment requirements, some schedules, and a sheet explaining "What to Enter/How to Enter". This last sheet explains that there are four basic divisions in YRA. Much of the racing on the Bay takes place within their jurisdictions.

The One Design Classes Associations (ODCA) sponsors racing for 33 one design classes. Sizes range from the Santana 35 down to the J/24. Racing one-design is pretty gung ho, and you'll learn a lot faster in a fleet where all the boats are the same design.

The **Handicap Divisions Association** (HDA) is for those racing under the Performance Handicap Racing Formula (PHRF). The formula rates different type boats so that all of them, if sailed well, have a chance at winning. It costs \$5 to have your boat rated and all the races are inside the Bay. Racing in this fleet tends to be lower key than others in the YRA, and would be an excellent place for a novice skipper and crew to cut their teeth.

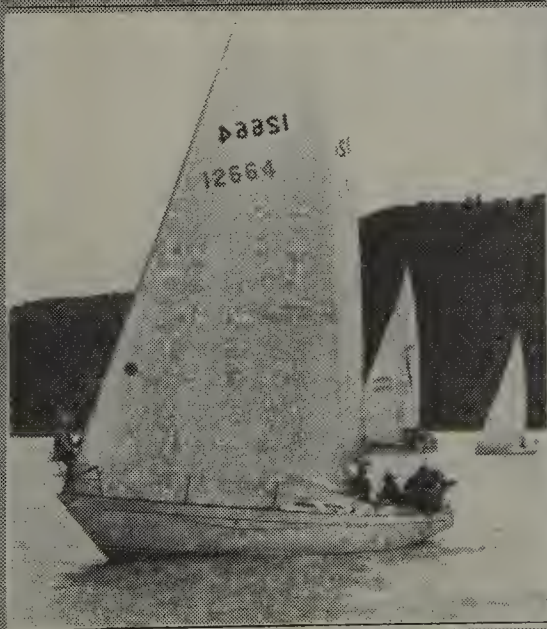
The **International Offshore Rule Divisions Association** (IORDA) also features Bay racing, but measures boats under the more stringent IOR rule. This is not the place for beginners, but may be a goal to shoot for after a couple of seasons of HDA or ODCA.

The **Offshore Yacht Racing Association** (OYRA) is for those who like the wide open spaces west of the Golden Gate Bridge. There are four groups to OYRA: IOR for boats using that measurement system, PHRO for boats using PHRF, Midget Ocean Racing Association (MORA)

for boats under 30' LOA, and the Association of Singlehanders (ASH) for skippers who want to do it on their own.

You can also become an associate member of the YRA if you don't own a boat. The \$30 entry fee gets you results from the races (so you can keep track of how your boat finishes), and all the mailings throughout the year which announce special events that might be of interest.

Also included on the YRA schedule are dates for the **Wooden Boat Racing Association** (WBRA), the **Small Yacht Racing Association** (SYRA) and the **Small Boat Yacht Racing Association** (SBRA). Each of these groups caters to a certain type of boat. The WBRA is for wooden keelboats such as the International One Design, Knarr and Folkboat. If woodies are your thing, contact Tom Allen at (415) 545-3361 for more information. SYRA caters to keelboats in the 19 to 25 foot range, such as the Cal 20, Rhodes 19, Santana 22 and Wylie Wabbit. They run all of their races on the Bay. The SBRA is for centerboarders. Their races are not only on the Bay, but also on nearby lakes and reservoirs such as Lake Merced, Lake Merritt, and Clear Lake. Classes range from the 8-foot El Toro to the hard chined 19-foot Lightning and the 16-foot high performance International 505. For both SYRA and SBRA, the best source of information is Edna Robinson at (415) 357-1634.



more the thrill of racing.

The **MORA** group, mentioned before, also conducts an active schedule of non-YRA events, including their noteworthy Long Distance race. Every July 4th weekend, a fleet of boats under 30 feet, all suitably equipped and manned (and/or womanned) heads south from Baker's Beach to San Diego. It's a race that memories are made of, surfing under the moonlight down to Lotusland. For more information about MORA, contact Paul Altman at (415) 655-6000 or Dick Aronoff at (415) 523-3005.

Also for the under-30 crowd (boat size, that is) is the recently revived **Midget Ocean Racing Club** (MORC). Like the IOR, MORC has its own measurement rule (MORA races under the PHRF handicap). To find out more, contact Dick Heckman at (415) 538-7689, or Ray Isaacs at (415) 841-8054.

Another possibility for entry level racing experience are the evening summer races held by clubs around the bay. One of the most popular is **Encinal YC's** Twilight series on Friday nights in the Oakland Estuary. Their phone is (415) 522-3272. Also well attended are similar races at the **Island YC** (521-2980), **Ballena Bay YC** (865-6641 or 365-7306), **Sausalito Cruising Club** (332-9349) and **Golden Gate YC** (346-BOAT). This list is by no means inclusive, so call the yacht or sailing club of your choice to see what they have to offer. Club racing is a great way to get your feet wet in an informal atmosphere.

And for those interested in **women's racing**, there are several contests for all female crews scheduled throughout the year. On March 12th, Corinthian YC will hold their invitational race (461-7576) and on April 10th, Island YC holds their version (278-0495 or 436-6463). There's even talk of a Women's Racing Association which would organize a full season of racing dates just for distaff sailors. For more information contact Glenda Carroll at (415) 282-7912.

So that's a partial rundown of the racing opportunities you can find in the Bay Area. You'll find the more you do it, the more races you'll find out about, until your calendar is brimming over with race dates. Within a year you can easily get burned out, at which point you'll want to do some recreational sailing. Don't worry though, the racing bug, like herpes, never really goes away.

— latitude 38 — suc

CLASSY CLASSIFIEDS

New Classified Advertising Deadline: 20th of the Month Prior to Publication

- \$15 for a personal ad of 40 words; \$30 for a business ad of 40 words
- **Mail your copy & check to P.O. Box 1678, Sausalito, CA 94966**
- *Sorry, but due to a tight deadline, we can not accept any changes or cancellations after submitting ad.*

EQUIPMENT WANTED

Will trade Hewlett Packard HP41c w/NavPac (\$300 value) for: solar panel(s), manual anchor windlass, yachtsman type anchor w/ground-tackle or porta-boat folding boat. Will pay \$ if you don't need computer. Scott (408) 297-8952.

THE LATITUDE 38 CREW LIST PARTIES

are in early April. See page 72 for complete details.

FOR SALE

Type III Navtec w/2 rams \$500. 3 Lewmar 48ST 2-spnd winches \$750. Poseidon Scuba compressor 3.2 CFM \$1200. Hood MPS 1.5 oz/Drifter 2.2 oz apprx. 1200 sq.ft. Scanti TRP 5000, 400 Wt. SSB Yaesu FRG 7700 receiver. 331-2955.

FOR SALE: PEARSON TRITON 28'

Coastal cruising/Bay sloop recently rebt. 8 sails (several new), new 78 Atomic-4 inboard, new prop., VHF, depth, sum log, battery monitor, autohelm, dodger, 2 anchors, 2 rafts. \$17,500. Tim 922-1472 (e-best), 332-0507 (d).

BABA 30

All or 1/2 partnership. Launched in 1980 and berthed at Richmond Marina. \$70,000 plus replacement. Full price \$59,500. Call for partnership details, (916) 756-3654.

MOORE 24

Hull #4, structurally sound. Needs finish work, assembly, and some paint. Tired jibs, good spinnaker, new main. New winches, hardware, traveller, headfoil. As is. \$11,200 firm. Call 769-8257.

PACIFIC SEACRAFT ORION 27

Bristol. Fully equipped for coastal cruising. \$44,500. (415) 726-6778.

PEARSON TRITON — MUST SELL

'65 28'6" sloop, Atomic 4, monitor steer'g vane, Horizon 25 watt VHF-FM, d.s., seaswing & Homstrand stoves, spin & Gear, 2 mains, 2 jibs, good cond. Ask \$15,000. Wayne (h) 226-6821, (w) 721-4322.

BARBARY COAST BOATING CLUB

Bay/Delta's only all gay boating club. Boatowners/crew, men/women, welcomed to join. Annual dues \$25!! Offshore, SF Bay & Delta events, plus lectures, movies, tours & Virgin Is. sailing extravaganza planned '83. Roy 339-8329

CATALINA 27

1979, trad. interior, Atomic 4, race equipped w/spinnaker, VHF, K.M., Depth Sounder, folding prop, 3 jibs. \$19,000. (408) 247-9324.

1968 COLUMBIA 22' SLOOP

Brand new Chrysler 7.5 h.p. and new rigging. Sleeps four. Contact Carol Pratt, Blue Dolphin Yachts, Alameda. (415) 865-5353. Asking \$4200.

CLASSIC S. CAL. GAL

Good lines, launched early 1930's in Pasadena. LWL 5'5½". Displacement 115 lb. Slightly weathered, but sound, excellent cond. throughout. Ideal for Bay, Delta cruising, novice class. A steal for right skipper. (916) 756-8162.

GREEK ISLANDS SAILING COMPANION

Enjoyed singlehanding & short term crews, but active 61 skipper seeks sailing woman, non-smoker. Share moderate expenses aboard Hallberg-Rassy 31, based Corfu. Let's talk possibilities. Jim (415) 854-4963 until 3/14.

PROVEN BLUE-WATER CRUISER

Full keel, cutter, immaculate, near new, loaded with extras, sleeps 5-6. Surveyed at \$135,000, sell for \$65,000. (408) 353-2245.

PARTNERSHIP/SANTANA 22

Sail plenty; mint condition; fully race equipped; Gas House Cove berth; sleeps 4; \$3000 plus \$100 per month maintenance. Also Sunfish, exc. cond., trailer, spar & sail covers. Best offer over \$600. Joe (415) 592-9783.

OLSON 30 — FIRE SALE

Must sell \$25,000 or \$27,000 with \$2,000 rebate. 9 sails. Signet instr. Recently hauled. Good condition. 434-0553 days; 332-2225 nights.

TRANS PAC 83

Share 1/2 Charter — Olson 40 (916) 758-0700 (work); (916) 756-8297 (home)

WANTED: 32—35 FT. SAILBOAT

Fiberglass cruiser, wide beam, max, headroom, equipped for deepwater cruising, singlehanding, sleeps 2-3, diesel, refrig., wheel. Write Ed, 815 Avila Beach Dr., San Luis Obispo CA 93401 or call eves. (805) 595-2259.

VALIANT 40 FOR CHARTER

Sail S.F. Bay in the most luxurious Valiant 40 on the West Coast. Named "Offshore Cruising Boat of the Decade" by Sail magazine. She is exciting to sail and beautifully equipped from autopilot to SatNav. (415) 530-5464 after 6 p.m.

SPECIAL WINTER CHARTER RATES

Merit 25 - \$65/day; US-25 - \$65/day;
US-27 - \$105/day; US-35 - \$150/day;
US-42 - \$225/day; Ericson 31 - \$125/day
Charters/Sailing Lessons Sail Adventures
(415) 521-8631, 2693 Blanding, Alameda



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KEROSENE STOVE WANTED Stainless steel, 2 burner with oven in perfect shape. Shipmate or Luke preferable. Call Jim: 332-9504 eves 332-8730 msg.	NEWPORT 27S Excellent, 3 sails, well-rigged, self-tailors, in-board, engine gauges, VHF, d.s., hull deck interior perfect, fast, stiff. Asking \$18,000. Larry (415) 592-1857(e) (415) 857-2091(d)	SANTANA 22 Gréat shape, clean, Gary Mull-design, sleeps four, new Evinrude 6 h.p. motor & new gas tanks, Richmond marina. 526-6299 evenings & weekends
CORONADO 25 FOR SALE Great Bay racer and cruiser. Excellent condition. Many sails including spinnaker. \$7900 524-9858 evenings	LIVEABOARD/CRUISE (707) 778-6709 Overseas 41' ketch (CT-type), '75. Perkins dsl., sleeps 6, separate cabin/shower, 7 sails, VHF, d.s., w.s., k.m., 2 anchors & 100' chain. Delta cover & full canvas. 150 gal. water & 100 fuel. Poss. trade 26'-30' f/g sailboat. \$69,500.	SALE 4-plex, 1805-1807-1809-1811 39th Avenue, Oakland. Catalina 25 or cash downpayment. 538-0993 20620 Angus Way, Hayward, CA 94541
HANS CHRISTIAN 38T CRUISING CUTTER delivered 2/79. Superb cond., cruise/liveaboard, Telcor & Datamarine intruments, VHF, RDF, CB, refrig., dodger, chain & many extras. Hauled/painted 4/82. Lying Berkeley, brochure on request. (415) 525-6837(e)	14-FT SKIFF Classic wood rowing skiff for sale. Rows beautifully, needs some paint but ready for water. \$600.00. (415) 221-5619 evenings	SANTANA 22 — HALF OWNERSHIP Excellent condition, keel sloop, 7.5 h.p. outboard w/5 sails, Oakland berth. Many extras. \$3,000/offer. (415) 537-5079
CRUISING DINGHY Avon Redcrest 9-ft inflatable, 3 h.p. long shaft Seagull outboard. New condition, asking \$900. Will Negotiate. 521-9209 evenings	WANTED TO BUY Used eight-foot Fatty Knees sailing dinghy in good condition. Also need reasonably priced doc box. Call (707) 642-3659 after 6 p.m.	40' COLD-MOLDED CUSTOM SLOOP Double-ender, ctr cockpit, w/ft cabin, lrg eng. rm., gd tankage, ESPAR cntrl heat'g, Technautics hold'g plate refrig., Electroguard, VHF, Combi stereo, Racor, Zodiac Sportboat, recent haul/survey. 90K 332-3780
ISLANDER 30 MKII 1976, Volvo gasoline, wheel steering, knotmeter, depthsounder, VHF, Barlow winches, Sutter sails, stove, shorepower, am/fm/ tape, handsome teak interior sleeps 6, very clean overall. Ask'g \$29,500. (415) 435-9569	CAL 2-30 New Atomic 4 eng., new stand'g & runn'g rigging, new sails (8 total), 3 spinnakers, headfoil, k.m., d.s., stereo, excellent cruiser/racer, will consider small trade. Berthed Ballena Bay. Asking \$32,000. (415) 521-4998	35 FT SILVER QUEEN HOUSEBOAT 1972, 80 total engine hrs. on Chrysler V-8, canvas and deck furniture, Montgomery dinghy with sail, on davots, lots of extras. See to appreciate, Berthed in Ballena Bay, \$27,500. (415) 521-4998.
SAILBOAT WANTED: 30 to 35 FEET Fiberglass cruising design, mid-sixties to mid-seventies. Prefer production or custom boat priced to \$30,000. Write #40 Sixth Avenue, #1, Santa Cruz, CA 95062, (408) 462-3182	OLSON 30 — 1980 7 North sails, incl. mylar — extra Barients, headfoil, Datamarine speed, log, depth, VDO wind instruments, Johnson 6 h.p. o.b., portable head, cstm paint, anchor, rode, fenders, spare sheets, etc. (415) 673-0853	'82 16' SILVERLINE FRONT LOAD'G TRI-HULL With sun roof, 50 h.p. Johnson outboard with 20 hours use, trialer included. Exc. condition. \$5,800. (415) 883-2075
COLUMBIA 28 (415) 948-1048 Anxious to sell well-maint. family cruiser, recently hauled. Atomic 4, Barients self-tailors, spin., genoa, lapper, preventers, Delta awning, Intech VHF, radio, tape player, Mansfield MSD, seacocks all replaced. Much more. \$18K.	TIDELOG '83 (415) 924-6332	BALBOA 20 Trailerable swing keel mini-cruiser. Sleeps four, head, 6 h.p. outboard, 3 headsails, jiffy reefing, Barients & Schaeffer hardware, bow pulpit, extras. Sausalito berth. Best reasonable offer. (415) 453-6518
SPRING SPECIAL "WINDBIRDS", Ripstop nylon, tricolor 36" \$12.95 60" \$16.95 VISA/MasterCard MARINE COVER & STOWAGE 1880 Gentry Wy, Reno, NV 89502 (702) 826-2672 Free Brochure		TRANSPAC/IOR CHARTER C&C 38 "Alliance", rating 27.3, for offshore, TransPac, or Bay racing, & bareboat cruising. 17 North/Hood sails, completely equipped from past Bermuda, Puerto Vallarta, TransPac races. Race tuned. PETER CLUTTERBUCH 383-3756 (Skipped charters through Sailtours 986-2590)
 HANSEN SAIL DYNAMICS CUSTOM DESIGN, SAILS, CANVAS, COMPONENTS Fast, efficient, and durable. Repairs, recuts & modifications. Proven experience in Hi Tech materials, rigging, tuning, and engineering. Wing and fully battened sails, hydrofoils, and fins a speciality. Convenient East Bay location. (415) 527-8480		PLATT'S BOAT REPAIR Custom Woodwork * Damage Repair Interior Cabinetry * Quality Joinery * Functional Design * Phone 8 a.m. - 11 p.m. (415) 848-5983 Steve Platt, Owner
ROBERTS 25 SLOOP Popular Bruce Roberts-design launched 1981. Cold-molded using West system with high degree of craftsmanship. Aluminum spars, new sails and inboard 15 h.p. OMC saildrive. Asking \$25,000.00 for this near-new boat. Owner will finance. KERMIT PARKER YACHT SALES (415) 456-1860		HARRIET'S SAIL REPAIR 555 Illinois St. S.F. 863-2945 Agent for  Jotz Sails

SOUTHCOAST 22 FT.

Swing keel sailboat, Volvo Penta o.b. w/alternator, trailer, great Bay/Delta/Lake boat. Shoal draft for easy launching, cruise anywhere capability. Bristol cond. \$6500. 8' dinghy also \$150. Richard Peters 768-8218 (d), 383-5394 (e).

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Elderly 18' fiberglass sloop looking for a new home. Recently refinished spars/daggerboard. Full set of sails, including spinnaker. Fun little boat for daysailing. Trailer included. Make offer. (408) 732-4552 after 5 (Sunnyvale).

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\$1500 heat exchanger & pump. Borg Warner trans \$400. Alcohol stove \$75. 12v refrigeration pump \$175 (1100 new). Plus misc. Mercedes parts. Jay Burt (408) 266-4685, San Jose.

1979 ERICSON 35

Beautiful boat. Can stay in successful charter program. Well equipped. Alameda berth. Call evenings (408) 298-6225. \$70,000.

WHITE LIGHTNING

30' custom Kauffman design, 10 bags North sails/Yanmar dsl./Stearns mast/Rod rigging Navtec hydraulic/digital k.m./oversize winches exc. race record, assum. low int. loan, \$36,500. Loc. Tiburon (CYC). 788-1155 (d), 435-3785 (e).

1980 SANTANA 30' — SANTA CRUZ BERTH

Well maintained with diesel aux. pwr., wheel steering, self-furl jib, VHF, K.M., RDF. Will sell at \$39,500, trade for smaller sailboat, or? Call David at (408) 688-1775.

MAGELLAN 35 SLOOP

Great liveaboard! Aft cabin, mahogany hull, teak decks & house. 65 hp Ford diesel, wheel steering, 3 headsails & heavy main. Asking \$39,500 or possible trade for smaller sailboat & cash. Call 658-7709 eves.

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A PEARSON 10M. The fastest boats in the PHRF fleet in 1981 according to the YRA. Win in the Bay or in the Ocean; it's been done by "Blue Lou" and "Desperado" respectively. Why start out with an additional handicap? Start with a proven winner. "Desperado" is available for charter for the 1983 racing season. 33'X 11'X 20' rates 144 PHRF.

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Winner of 1982 Nationals! This superb boat is fully equipped for racing. It has 6 sails and trailer, all in excellent condition. \$20,000/o.n.o. Call (714) 499-4225.

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'81 Bristol cond. North sails, Volvo dsl. spin. gear, halyards led aft. Signet insts. 6 Lewmars incl. 2 self-tailing Pioneer AM/FM cassette. Haul-out, survey & bottom paint 2/83. Reduced to \$42,500/offer. 837-4949, 838-1396.

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Experienced couple or partners. 1 yr. lease, \$250/mo., 3 weekend days + . yacht w/single hand set-up. 5 2-speed winches, wheel, diesel, electronics. Oakland Estuary near Jack London Sq. Call Will (415) 966-4191, 872-2544.

O-DAY 22

Good condition. 4 sails, VHF, RD, all safety gear. Rebuilt 4 hp outboard. Recently rrigged. Trailer with hitch extentions. \$6,000/Best offer. 462-1838 eves.

25' TANZER

Sloop, exc. cond. w/club jib, autopilot, Gemini compass, D.S., knotmeter/log, VHF, Honda 4 cyl., stereo, etc. Good cruiser, \$12,000 OBO or trade up to 30'. Jerry Nelson at (408) 370-0173, 8-5.

STEEL SLOOP — 31' DUTCH BUILT '70

By Van de Vlis. Very seaworthy, Volvo Penta MD2, hard chine, alum. mast, Pathfinder w.v., dodger, 1/4" s.s. rig'g, VHF-70 chnl., mahog. int., sleeps 4, liferaft, Aeoleus dinghy, recent hauled, berthed in Sausalito. 461-8769 (e/wknd)

MIRROR DINGHY FOR SALE

New 11' sailing dinghy professionally built and ready to rig to your specifications. Most versatile dinghy available. Largest class in the world. Call Mark Switzer, 775-4640 day or night.

1981 WAYFARER FOR SALE

16' sailing dingy, fibreglass hull, ideal for family camping, equipped w/tent, extra rudder, tiller, gear. Asking \$3200. Call Mark Switzer, 775-4640 day or night.

CAL 2-24

1/4 partnership interest, \$2,250. Race gear includes genoa and spinnaker gear. Excellent Sausalito berth. 479-5755.

CHEOY LEE OFFSHORE 40'

Classic Rhodes design triple cabin, all equipped for cruising including SatNav, Monitor vane, raft etc. Waiting for you in Papeete for cruising season. Phone Weaver, (415) 461-5560 details/ price.

WORLD CRUISER/NANTUCKET CLIPPER 32

Buchanan designed English cruis'g yawl. Trad. styled, blt. to Lloyd's 100A1. London boat show model. F/G hull w/teak decks. Offshore equip; Aries vane, Avon dinghy, liferaft, dsl, 11 sails, wheel steer'g. \$42,500. (415) 254-8451.

RAWSON 30 & BALBOA 20

Rawson: Highly regarded cruising yacht, Yanmar diesel, enkes winches, 3 sails, etc. \$30,000. Balboa: w/trailer, good bay boat with outboard. \$4500. (415) 388-8458

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SANTANA 22

1966. New keel bolts, 6 h.p. Johnson, 3 excellent sails, extra main & jib. Life lines, tabernacle. Good condition. Santa Cruz berth sublet available. \$6,500.

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Greek Isles to Dubrovnik & Venice aboard fabled Cheoy Lee Lion *Dithyramb*, \$400/wk. May 15—Sept. 30. LION SAILING SCHOOL, 982 Santa Barbara, Berkeley 94707, (415) 526-4559. Also seeking mgr./part. w/boat/\$\$ to manage locally

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For information call

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<p>TRADE!!!!!!</p> <p>We are moving back east & want smaller boat. Have beautiful 35' bay boat, well equipped: diesel, refrigeration, propane stove, stereo/cass., VHF, instruments, good sail inventory. Sell/trade. (415) 521-2751 (d), (415) 452-1424 (e).</p>	<p>'69 ISLANDER 33</p> <p>Exc. cond. 3 jibs, spin., drifter, main all new to exc. cond. W.S./W.D., K.M., D.S., VHF & stereo. Wheel steer, gallows, new int., ker. heater, elec. head, 3 burn/oven & much more. \$37,500 /B.O. Lee Richardson, (916) 391-0935 eve.</p>	<p>CAPTAIN AND CREW WANTED</p> <p>50 foot luxury sailor leaving approximately April 15th from San Diego. Must be experienced in ocean sailing. Destination flexible. Share expenses. Write Box Holder, P.O. Box 1859, Boise, ID 83701. (208) 375-8196.</p>
<p>ISLANDER — BAHAMA 30-FT., 1980</p> <p>Volvo-Penta MD-7A dsl. w/Racor filters, North main, 90% & 110% jib & Sutter radial headsail, k.m., d.s., 50-channel marine radio, Lewmar hal-yard winches, ocean strobe, more. Perfect cond./1 owner. \$39,900. John 849-3848 eves.</p>	<p>FOR SALE — LUDERS 33</p> <p>Sister to 'Dove', built by Allied in New York. Vessel completely upgraded from keel to masthead. For world cruising. Rig: Alspar custom made in Australia, 8 bags from storm to 150%, 13 winches, Volvo diesel MD2B, fresh water cooled, shower, hot water tank, 110v, Halon, radar, Loran, VHF, autopilot, stereo, stove, fireplace, seaswing, Zodiac, Suzuki 2 hp, 4 anchors, 200' 3/8" chain windlass, roller, cover, dodger, S/S BBQ, 5 pgs. equipment. Offered by owner. \$51,900. (415) 530-0251.</p>	<p>28' WOODEN CRUISING CUTTER</p> <p>Exc. cond. w/Berkeley Berth. No-nonsense cruise ready Mexico Vet. Many extras, new sails, SAYE's self steering, Avon liferaft, EPIRB, dinghy, dodger, all channel VHF, solar panel, etc. \$30,000. (916) 481-3545 (e).</p>
<p>"RESTLESS"— PETERSON 33</p> <p>Flush deck. Retrnd from '82 Singlehanded TransPac. Bristol cond. Cold molded, blt by New Zealand's Berry Person. Atom's Vane, 7 sails, SSB, VHF, Volvo dsl. \$59,900. Santa Barbara locale. (805) 963-1774 David Hamilton.</p>		<p>470</p> <p>Vanguard 470, trailer, two sets — main and jib, one spinnaker, very fast. \$1,950. (415) 952-4400 x.374 (days), (415) 348-7245 (nights).</p>
<p>1983 OLSON '40'</p> <p>Available for race charters, bay & ocean. Category 1 equlpted. Full electronics. Complete hi-tech sail inventory. Call (916) 758-0700 days; (916) 756-8297 eves.</p>	<p>HOBIE 14</p> <p>Good shape. With trailer. \$1,300/o.b.o. 552-2839</p>	<p>26' PEARSON ARIEL</p> <p>'63 fiberglass sloop w/large cockpit for family daysailing. Active class for bay racing. Sleeps 4 for Delta. 2 mains, 2 jibs. 6 hp O/B. Glen Cove berth. October survey. \$12,000. Larry (415) 930-0930 weekdays.</p>
<p>SANTANA 22</p> <p>10 hp Honda and many extras. Gashouse Cove Marina slip. \$7,500. 989-0625.</p>	<p>GOT AN IDLE SC 27?</p> <p>A couple of responsible big boat owners with their vessels in distant ports are looking to go dinghy for the YRA season and need a cheap charter. Remember, cheap. 435-5165, evenings.</p>	<p>41' RHODES BOUNTY II YAWL</p> <p>'58, F/G, new diesel, wheel steering, 15 sails, inflatable, electronics, cruise ready. \$59,000. After 6 p.m. (415) 332-7543.</p>
<p>26' PEARSON PARTNERSHIP</p> <p>Small cash investment & \$60/mo. gives you almost unlimited use of very clean sloop, well equipped, Brickyard Cove berth, 1 prtnr. left town. Call Charles (415) 376-5313 evenings for details.</p>	<p>TRADE/SALE</p> <p>Have: 34' Chris Craft Sedan, clean w/delta covered berth, free & clear. Want: 20-30 ft. sloop, F/G in bay, LA or Santa Barbara, or/and auto — and/or partnership. Call Bill (916) 486-8200 or Susan (415) 521-1929.</p>	<p>EL TORO</p> <p>Excellent example of this classic dingy. Have to see to appreciate. Just \$600. Reasonable offers considered. Also interested in trading same for a rubber dingy. (415) 521-2751 (d), (415) 452-1424 (e).</p>
<p>'SUNDA PASSAGE'</p> <p>CT 37 now in Honolulu, needs female crew. Leaving for So. Pacific Apr./May. Call marine operator (808) 536-7367. Baker number 2174, call sign WQZ 8572 or write, "Sunda Passage", P.O. Box 29705, Honolulu, HI 96820.</p>	<p>NORDIC FOLKBOAT / BANSHEE</p> <p>Folkboat—2 suits sails, recent survey, excellent condition, spinnaker, full boat cover, 6 hp Johnson, race rigged, \$9,000. Banshee—race rigged, dual controls, 2 sails, \$1,250. Downing Smith, 522-7380 (h), 774-2025 (w).</p>	<p>"HAWKEYE"</p> <p>Wylie 1/2 ton prototype to Hawkfarm 28. New Durathane paint & graphics. 10 bags Hood sails. VHF, KM, DS. Looks & performs great & is ready to continue her outstanding race record. \$22,900. (206) 574-5421, (503) 771-8200.</p>
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<p>BAHAMA SLOOP 15' classic beauty. Lines from orig. 1898 fishing boat. Exc. cond. New fittings, sails, etc. Spruce planking, oak frames, mahogany deck/trim. Fast, stable. In water on Tomales Bay, Inverness. \$3,000. (415) 669-7289.</p>	<p>LIFE RAFT C.J. Henry, ocean service, 6-8 man, hard pack, self-inflatable, '77 last certification, never opened; asking \$2500 'as is'. Make offer. Call (415) 366-0552 ask for Werner S. or (415) 365-7333 ask for Jim T.</p>	<p>1973 RANGER 23 Exc. cond., sleeps 4, 5 sails + ¾ spin, VHF radio, MK. 12 Signet k.m., Ritchie compass, '82 7½ hp o.b., alcohol stove and more. Exc. rigging for singlehanding. Call Bob (415) 651-8700, (415) 490-2812 eve. Asking \$11,250.</p>
<p>VENTURE 25, 1979 Yellow hull, white deck, trailer, fully equipped, life-lines, bow & stern pulpit, sails, outboard bracket, cockpit cushions, \$6,000.00. 346-2749 eves.</p>	<p>33' ALDEN KETCH A beautiful boat in fine condition. 38x33x26x 8.5x5 yellow cedar on oak, 3 year old 15 hp diesel, full set Dacron & Canvas sails, kerosene stove, boat cover, \$27,500/best offer. Possible O.W.C. 835-0187.</p>	<p>SAN JUAN 23' '80 model cruiser like new, 4.5 hp Johnson o.b., compass, lifelines, new bottom paint, trailer, Alameda berth available. \$13,000. Karl (415) 966-2648 days, (408) 448-3638 evenings.</p>
<p>VEGA 27 '72 Volvo Penta gas, Sutter sails, sailcover & white dodger, custom interior/exterior upholstered cushions, autopilot, odometer & log, VHF radio. Beautiful boat loaded w/extras. \$19,500. (916) 662-0221 (d); (916) 661-6064 (e).</p>	<p>CRUISING WOMAN Ocean experienced sailress 29 desires cruise position starting '83. Skilled, agile, attractive, intelligent. 'Has 4; wants 2,3, infinity; offers 1,2,3,5,6'. Skipper 30's please reply to Debbie, PO Box 746, Menlo Park, CA 94025.</p>	<p>COLUMBIA 26 MKII, 1971 3' sails, VHF, knot, depth, compass, windex standing & running, rigging new in '81, very clean. \$12,000. Bob Mosher, bus. 495-0201, res. 632-2393 eves.</p>
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<p>FOLKBOAT #102 (NORDIC) 25' Fiberglass. Built by Svendsen's Boatworks in 1976, with additional woodwork in cabin. Excellent condition, 2 suits sails, race rigged, Johnson 4 hp, Ballena Bay berth. \$15,250. Chris Harnett, 254-5734 (h), 865-1466 (wk).</p>	<p>IF A FERRARRI COULD FLOAT it would be a Moore 24. Class Champ <i>Flying Colors</i>, the record speaks: 1st YRA season; 1st last 2 Metro mid-winters; 1st SFYC invitational; 2nd Nationals, L.A. We're talking "Gold Plated"! \$21,000. (415) 956-1542 (d).</p>	<p>AFT-COCKPIT FREEDOM 40 Reduced to \$134,000 with your real estate in trade possible. This boat is in almost new condition and has only been sailed locally in the San Francisco Bay area. For a list of her equipment particulars and a date for a demonstration sail, contact Bob Lee, 165 Marguerite Ave., Mill Valley, CA 94941. (415) 383-3399 or 525-9020.</p>
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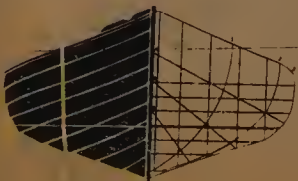
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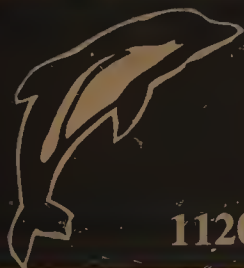
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25'	Santana	'73	slp	f/g	12,900	35'	Pearson	'69	slp	f/g	54,900	43'	Endeavour	'80	ket	f/g	169,500
27'	C-S	'79	slp	f/g	26,500	36'	Hunter	'81	slp	f/g	66,000	44'	Gulfstar	'81	slp	f/g	172,500
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30'	Etchells	'76	slp	f/g	10,000	38'	Clipper	'62	dsl.	wood	46,000	45'	DownEaster	'78	ket	f/g	135,000
30'	Custom	'81	slp	wd	38,000	38'	DownEast ctr	'75		f/g	84,790	47'	Gulfstar	'81	ket	f/g	279,500
30'	Ericson	'71	slp	f/g	34,900	38'	DownEast ctr	'75	ctr	f/g	79,000	48'	Frers	'76	slp	al	200,000
32'	Mariner	'72	ket	f/g	44,500	38'	DownEast ctr	'80	ctr	f/g	79,500	50'	Gulfstar	'79	ket	f/g	198,000
33'	IOD (modified)	'79	slp	f/g	31,500	40'	Cheoy Lee	'74	ywl	f/g	79,500	50'	Gulfstar	'77	ket	f/g	150,000
33'	Ranger	'70	slp	f/g	49,950	40'	Cheoy Lee	'77	ket	f/g	99,500	50'	Gulfstar	'80	ket	f/g	190,000
35'	Cheoy Lee	'35	slp	f/g	79,500	40'	Stadel	'67	ket	wd	65,000	51'	Skye	'81	ket	f/g	245,000
35'	Rafiki	'75	slp	f/g	69,500	41'	Gulfstar	'75	slp	f/g	105,000	70'	Burmudian	'53	ket	wd	295,000
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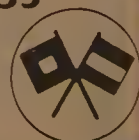
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26' WESTERLY.....	26,000	36' ISLANDER.....	70,000
28' BRISTOL CHNNL CTR60,000		37' GULFSTAR.....	84,500
29' BUC 295.....	35,000	37' RAFIKI.....	85,000
31' COLUMBIA.....	27,400	37' TAYANA.....	89,900
32' MARINER.....	49,900	38' ALAJUELA.....	105,000
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33' MORGAN.....	32,500	41' NEWPORT.....	89,000
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24' San Juan '77, Volvo engine, full race	15,500
24' Tripp Aero, great shape	6,750
25' Folkboat, rigged for cruising	7,250
25' Sparkman & Stephens 1/4 ton sloop, '74	16,239
26' Columbia MKII, loaded and clean	try 8,900
28' Swedish full keel cruising sloop	try 11,000
28' Buccaneer '77, Volvo diesel, full keel	16,000
30' Herreshoff '65 ketch	asking 28,500
30' Cheoy Lee teak ketch, diesel	26,500
30' Vega Horizon Motorsailer, Perkins diesel	34,500
30' Fisher Motorsailer, ketch rig, diesel, radar	63,500
30' Angleman-Davies cruising sloop, diesel	try 9,000
32' Westsail cutter '75, cruise ready	60,000
33' Yorktown, diesel sloop, loaded, A-I	try 26,500
34' Columbia MKII, very well equipped	39,000
38' Farallon Clipper, owner anxious	35,000
38' Catalina '80, bank repo	try 60,000
40' CT ketch '70, glass and teak	65,000
40' Formosa diesel ketch, top shape	62,000
41' Gulfstar center cockpit sloop, cruise ready	89,750
43' Garden diesel ketch, Porpoise-design	29,500
50' Cederlund ketch '78, tri-cabin, loaded	only 55,000
53' Lapworth twin diesel motorsailer, all teak	try 90,000

POWER — PARTIAL LIST

26' Thunderbird Sedan w/bridge, twins, aux. gen., repo	21,000
30' Vega Trawler, diesel, A-I	try 33,000
32' Monterey Classic, Flybridge, sail, 3 cabins	19,500
33' Chris Sedan, set up for livingaboard	15,000
35' Chris Commander w/bridge, twin GM diesels	try 46,000
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25' Catalina 25 with trailer	13,950
25' Friendship schooner, diesel	22,500
26' Columbia MKII	13,500
26' Chrysler, with trailer	14,500
27' Nor'Sea, aft cockpit	44,500
27' Albin Vega, diesel	24,500
27' Cheoy Lee wheel	31,250
27' Coronado 27, 2 boat owner, (Offers)	13,000
27' Ericson	19,950
27' Islander, fast, clean	11,500
28' Nichols Buccaneer	9,250
28'6" Pearson Triton, priced for fast sail	13,950
28'6" Pearson Triton, custom interior	3 from 17,900
29' Islander	18,000
30' Ericson, 10% assumable	27,500
30' Islander MKII, diesel	32,950
30' Coronado, diesel, loaded!	25,900
31' Holiday, yawl	20,000
32' Islander, full keel cruiser, offers trade	32,950
32'6" Pearson Vanguard, diesel, ss vane, Loran, cruise ready	34,500
32'6" Pearson Vanguard	2 from 34,950
35' Pearson-Alberg 35	33,950
36' Islander, diesel, full elec., autopilot, more	54,950
37' Fischer MKII motorsailer	124,950
38' Farallon Clipper, original owner, superb cond.	72,000/offers
39' Allied, ketch	74,900
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22' SANTANA '75. Outboard, spinnaker and gear	\$6,500
23' SPRINTA SPORT '81. Owner anxious to sell. Price reduced	16,500
25' ALUMINUM NELSON/MAREK. Successful racer. Inboard, trailer	OFFERS
25' BAHAMA by Cape Foul Weather. Loaded for cruising. Solidly built	15,000
27' SANTA CRUZ '77. Outboard, boat cover, 14 sails. Nice condition	19,950
30' ALBERG '71. F/glass, diesel, kero. stove, Zodiac, windvane, EPIRB	35,000
30' CHEOY LEE CLIPPER '71. Aft cabin, dsl., hyd. steering, Zodiac & o.b.	45,000
30' WILDERNESS SX '81. Diesel, 5 North sails, complete race set-up	37,500
32' MARINER '72. Well-equipped for cruising. Autopilot, dinghy w/o.b.	50,000
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33' YAMAHA '79. 10 sails, 2 spin. poles, custom mast, MUCH MORE	64,000
37' TAYANA Cutter '80. 65 ch VHF, microwv, raft & o.b., dodger, fridge	89,500
38' DOWNEAST '77. One of five schooners built. Makes a great liveaboard	85,000
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42' WESTSAIL '80. Custom finished by owner & prod. mgr of Westsail. GORGEOUS!	
44' ALDEN YAWL. 8 sails, brass binnacle, Avon, diesel. Race winner	72,500
45' EXPLORER '78. Teak decks & Interior, 7 sails, well-equipped	119,000
46' PEARSON '72. Custom built for Pearson. Owner motivated to sell	112,000

SANTANA 35

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25' Nordic Folkboat, great Bay boat, needs TLC	2 from 5,995
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27' Bandholm sloop, cruise equipped	16,000
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28' Rosinante Canoe Stern ketch, "Wizard of Bristol"	22,500
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30' Winslow Ketch, 1936, 'Classic'	ask 29,500
30' Tahiti ketch, diesel, cruise equipped	29,500
30' Pilothouse sloop, Swedish-built double-ender	30,000
35' Crosby sloop, needs work, good liveaboard	OWC — try 12,500
36' Herreshoff Nereia ketch, diesel, teak, more	60,000
38' Farallon Clipper, totally re-built, fresh diesel	35,000
40' Concordia Motorsailer, gorgeous	39,500
40' Gauntlet Bermudian Cutter, Fastnet veteran	69,500
42' Chappelle Schooner, newly built classic	79,500
46' Custom ketch, strip planked, new diesel	78,000
46' Alden cutter, bristol, diesel, new interior	48,500
50' Force 50 Ketch, radar, plus	try 115,000
60' Maine schooner, Marconi rig, Master Mariner '82	167,500

— FIBERGLASS —

20' Cal, needs work, make an offer!	4,450
21' Islander, nice condition, outboard, equipped	4,950
29' Ericson '75, deluxe interior, lots more	26,500 OWC
50' Columbia, '63 Boat Show Model, custom interior	82,500

— POWER —

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26' Vashon Island cutter(s), both 1967, heavy character from	32,000
27' Royal Viking sloop, 1963, excellent sailer	15,000
27' Orion cutter(s), we have two, both with good gear from	44,500
28' Samurai sloop, 1959, vane and lots of equipment	25,500
28' Hess Bristol Channel cutter, 1980, vane and clean	60,000
30' Garden Bull Frog, 1947, very husky character	34,000
30' Rawson sloop(s), we have two at this time from	33,000
31' Independence cutter, 1978, very clean, spacious	45,000
38' Bluewater Ingrid, 1977, very beautiful, low price	92,000
42' Atkin ketch, 1981, nearly new wood boat	reduced to 85,000
42' Porpoise, 1975, ketch, good gear and very clean	149,000
45' Custom New Zealand ketch, 1974, aft cabin, clean	135,000
48' Sutton steel ketch, 1959, radar, piano, able	80,000
47' Perry cutter, 1980, lots of gear, aft cabin, nice	149,000
47' Garden Vagabond ketch, 1978, just arrived from a cruise	125,000
48' Trewes Vanguard steel ketch, 1968, loaded with gear	175,000
50' Rhodes yawl, XANADU, 1950, very beautiful, fast	175,000
54' Morgan custom sloop, 1968, fast cruiser, 28 bags	189,000
65' North Seas Trawler/MS, 1960, 18' beam, heavy, Cat. dsl.	175,000
95' Island trading ketch, 1980 wood construction, hold	600,000

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Over 100 Listings

Particulars are believed to be correct but are not guaranteed;
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52' CHEOY LEE M/S '80 Ketch. Loaded	\$299,000
51' FORCE 50 '79 Ketch-Pilothouse. Loaded. Excellent cond.	155,000
48' CHEOY LEE CLIPPER '79. Schooner. Highly customized, like new	200,000
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42' WESTSAIL, '75 ketch	150,000
41' YANKEE CLIPPER Ketch '75 Garden Design, comf., Reduced to	65,000
41' MORGAN O/I Sloop '78. Nicely equipped & ready to go	105,000
41' GULFSTARS (2). '75 Ketch & '74 Sloop. From	89,750
40' OFFSHORE '66 Yawl. Cheoy Lee, cruise ready	89,500
38' DOWNEAST '75 Cutter. Cruiser/Liveaboard. Reduced to sell	75,000
37' FISHER '78 M/S Pilothouse	125,000
36' FORMOSA '80 Ketch. Dsl. Electronics. Dink	62,000
35' FANTASIA '79 Center Cockpit Cutter. Much gear, comfortable	84,000
35' FINNCLIPPER '69 M/S Sloop. Seaworthy vessel	45,500
34' PETERSON '78 Dsl Sloop. Race equipped. Now only	48,000
33' HUNTER '81 Sloop. Bank Repo — MAKE OFFER!	47,000
32' ERICSON '73 Sloop. Very clean. Orig. owner very anxious	36,950
32' ISLANDER '78 Dsl Sloop. MUST SELL. Price slashed to	40,500
32' PEARSON VANGUARD Sloops. Alberg-design. We have (2), from	34,900
30' CATALINA '76 Diesel Sloop. Roomy	36,500
30' ISLANDER '72 Sloop. Equipped & ready to go	32,500
30' SANTANA '76 Sloop. Diesel, South Pacific veteran	38,000
30' COLUMBIA '72 Sloop. Set-up for single-handing	36,000
30' BRISTOLS. Herreshoff-design. (2) of these great sloops from	31,500
30' RAWSONS. Have (2): One with Dsl, one w/Monterey berth. From	29,500
30' H-28 '65 Ketch. Nice inventory. Meticulously maintained	28,500
27' O'DAY, '76. Excellent condition	27,500
27' ERICSON Sloops. We have (3), one w/diesel. From	17,500
25' FRIENDSHIP '65 Classic Schooner. Salty	22,500
24' MOORE, '79. One-design	23,500

**We Have Many More Listings — Power & Sail
Dealers for GOLDEN WAVE YACHTS**

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

44' PETERSON CUTTER, '75. Dodger, autopilot, gen., Signets	\$117,500
41' GULFSTAR SLOOP, '74. Center cockpit, shower, diesel	INQUIRE
41' KETTENBERG '67. F/G hull, VHF, fatho., knotmeter, diesel	48,500
40' SWIFT CTR. COCKPIT KETCH, '79. S&S-design, Lloyds certified	
40' COLUMBIA '64. Dodger, 6 sails and more	54,500
38' HANS CHRISTIAN CUTTER, '78. Barients, refrig., electronics	106,000
38' INGRED KETCH '77. Cruising boat with much gear	92,000
37' RAFIKI CUTTER, '77. Great shape, dodger, auto, dsl heater	79,900
36' LITTON TRAWLER. New condition	80,000
36' ELDREDGE-McGINNIS YAWL. New diesel, Virgin Islands	28,000
36' HUNTER '80. Yanmar dsl., good gear, very clean	64,900
35' MAGELLAN, '65. Strip-planked Motorsailer	OFFER
35' MARINER KETCH, '66. Much cruising gear, Volvo dsl., mahog	45,000
35' FANTASIA '78. Cruise equipped for Mexico	68,000
34' STEEL SLOOP, '67. Van De Stadt-design. Well-equip. cruiser	59,500
34' TARTAN '74. Barients, autopilot, clean	INQUIRE
33' RANGER, '75. Clean, diesel inboard & super price!	32,000
33' TARTAN TEN, '79. All Barients. Ready to race	36,000
33' VANGUARD, '66. Clean with rebuilt engine	35,000
32' MARINER '72. LPG, VHF, wheel, Perkins, etc.	44,500
30' TAHITI KETCH, '61. Classic cruising boat. Dsl. & Avon	30,000
30' HERRESCHOFF KETCH '65. Beautiful condition	28,500
30' PEARSON, '79. Atomic 4, VHF, clean	32,500
28' ELDREDGE-McINNIS SLOOP '59. Lots of gear	25,500
28' ISLANDER, '76. New North sails, diesel & more	34,300
28' HAWKFARM '78. 10 sail, diesel, LPU	29,000
28' ISLANDER. Race equipped w/halyards back, Volvo dsl & more	34,500
27' CATALINA '76. Well-equipped, diesel	22,300
27' TARTAN SLOOP. S&S design. Gd inventory, very clean	22,999
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean	22,500
24' MOORE, '79. North sails	18,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizzare Snafu, please call & list your boat.

DEALERS FOR:

FORCE 50
SEA WOLF 44
ROBERTS 45
PETERSON 34

SKIPPER'S

YACHT
SALES



50' FORCE 50. New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sistership). May Be Seen At Our Docks.



43'7\"/>



NEW 34' AFT CABIN FORMOSA SLOOP — Volvo diesel, walk-through to aft cabin! Lots of teak, fully equipped. \$65,000.



29' ISLANDER, '76. Very clean. \$20,500.



42' FORMOSA. Clean, diesel. \$79,000

23' BEAR.....	\$12,500
24' CAL 2-24.....	5,950
24' COLUMBIA.....	7,500
24' PEARSON AREO 24.....	5,500
24' WINDWARD Sloop.....	8,900
24' FARR 727 1/4-Ton sloop.....	11,900
24' NEPTUNE 24K, 1980.....	21,000
24' ISLANDER BAHAMA.....	2 from 7,500
25' CAL.....	10,000
25' CATALINA.....	16,500
25' CHEOY LEE.....	14,500
25' SANTANA 525.....	2 from 13,000
25' BAHAMA 25. McGlasson-design.....	2 from 15,500
25' NICHOLS SeaHorse yawl.....	7,500
25' CHEOY LEE CLIPPER.....	2 from 15,500
25' CORONADO.....	3 from 9,200
25' CONYPLEX SEXTANT.....	11,500
25' NORDIC FOLKBOAT.....	2 from 5,400
25' SEILDMANN sloop.....	20,900
25' TANZER 7.5.....	10,500
25' PETERSON 2-25 full race.....	13,000
25' FOLKBOAT-BORRESON.....	10,000
25' LANCER.....	14,000
25'6" FRIENDSHIP SCHOONER.....	2 from 25,000
26' COLUMBIA 26.....	2 from 11,000
26' INTERNATIONAL FOLKBOAT.....	27,000
26' ISLANDER EXCALIBUR.....	9,000
26' BAHAMA.....	16,500

26' ISLANDER.....	24,500
26' PEARSON ARIEL.....	13,000
26' RANGER.....	16,300
26' S-2 aft cockpit sloop.....	20,000
27' TARTAN.....	18,500
27' HUNTER diesel sloop.....	26,500
27' COLUMBIA 8.3.....	29,500
27' CHEOY LEE OS.....	28,000
27' BRISTOL 27.....	17,000
27' CATALINA SLOOP.....	17,000
27' ERICSON.....	21,000
27' CAL 2-27.....	25,950
28' BIG BEAR.....	20,000
28' NICHOLS BUCCANEER.....	2 from 9,995
28' LANCER SLOOP.....	19,500
29' ISLANDER 29.....	2 from 22,500
29' RANGER diesel.....	33,950
29' COLUMBIA 8.7.....	33,000
30' ERICSON racing sloop.....	2 from 27,000
30' SCAMPI 30 MKIV dsl aux. slp.....	49,500
30' RAWSON, diesel sloop.....	26,200
30' AMERICAN sloop, Nichols design.....	16,500
32' WAYFARER.....	34,500
32' WESTSAIL cutter.....	60,000
33' WINDWARD 33.....	23,500
34' PETERSON (NEW).....	69,666
34' TARTAN sloop (S&S design).....	44,000
35' FANTASIA.....	68,000

35' ALBERG	34,000
35' CORONADO aft cabin sloop.....	2 from 44,000
36' ISLANDER, 1973, diesel sloop.....	55,000
36' LANCER, diesel sloop.....	79,900
37' FORMOSA ovenseas, diesel ketch.....	55,000
37' IRWIN MK V ketch, diesel.....	90,000
38' MORGAN	90,000
38' DOWNEAST CUTTER, diesel.....	2 from 78,000
39' IRWIN CITATION F/G, diesel.....	69,950
39' ALLIED MISTRESS, ketch, diesel.....	80,000
40' MARCONI Dsl. Aux. trunk cabin ketch.....	65,000
40' CHEOY LEE OS yawl, diesel.....	89,500
40' BLOCK ISLAND CUTTER, sloop rig, dsl.....	30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch.....	90,000
41' FORMOSA ketch.....	79,000
41' GULFSTAR 41, center ckpt sloop, dsl.....	89,500
41' MORGAN, aft cabin, sloop, diesel.....	97,000
41' CT 41' auxiliary, ketch, diesel.....	97,500
43' WESTSAIL, diesel ketch.....	150,000
44' RHODES MOTORSAILER, twin diesel.....	140,000
45' EXPLORER 45 MK II center cockpit.....	105,500
45' LITTLE HARBOR diesel centerboard yawl.....	110,000
47' OLYMPIC O/S cruiser, diesel ketch.....	145,000
48' EXPLORER	129,000
50' FORCE 50 PILOTHOUSE diesel ketch.....	159,500
51' FORMOSA PILOTHOUSE ketch, diesel.....	156,500
52'8" PASSAT, auxiliary ketch, diesel.....	90,000
60' ANA MARIE gaff-rigged cutter, diesel.....	225,000

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda
No. 12 Marina Blvd., Pittsburg
3424 Via Oporto, Newport Beach

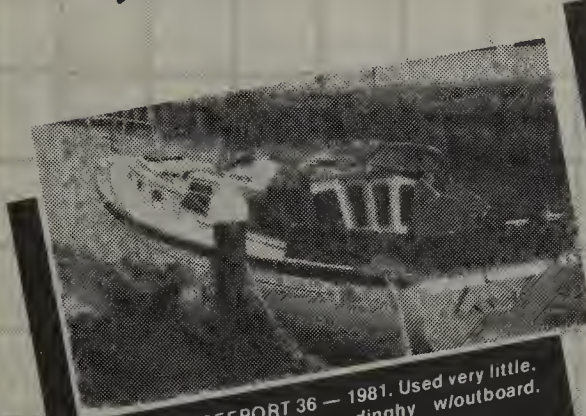
(415) 522-6500
(415) 432-8722
(714) 673-5200

Cityyachts

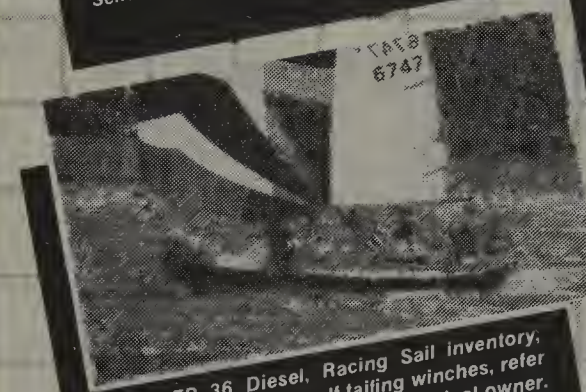
foot of laguna san francisco
415 567-8880

20' CAL	\$5,000
21' WILDERNESS	15,500
22' SANTANA	8,500
23' ERICSON	7,000
23' RANGER	12,000
23' BEAR	12,500/offer
24' J	14,900
24' COLUMBIA	6,000
24' SAMOURI	12,500
24' NIGHTINGALE	2 from 14,500
25' CATALINA	14,000*
25' SANTANA	12,500
25' NORDIC FOLKBOAT	9,500
25' PACIFIC CLIPPER	13,000
25' NORTHSTAR 500	16,239.05*
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	18,500
26' COLUMBIA	13,900*
27' EXPRESS	40,000
27' SANTA CRUZ	2 from 20,000
27' TARTAN	19,900*
27' CAL T/2	19,000
27' MULL CUSTOM	16,000
27' SNAPDRAGON	28,000*
28' HERRESHOFF KETCH	22,500
28' WYLIE 1/2 TON	27,000
29' COLUMBIA DEFENDER	17,500
29' RANGER	31,950
29' ERICSON	22,900
29' HERRESHOFF H-28	24,900*
30' ETCHHELLS	15,500
30' KNARR	11,000
30' CATALINA	38,000
30' OLSON	29,000
30' SANTANA	37,950
30' ISLANDER	33,000
30' IRWIN	45,000
30' PEARSON	33,800
30' HUNTER	32,000
30' BURNS 1/2 TON	39,500
30' CUSTOM C&C	35,500
30' WYLIE 3/4 TON	40,000
30' ISLANDER	29,500
30' RAWSON	29,000
31' CHEOY LEE	39,000
31' ERICSON INDEPENDENCE	45,000
32' WESTSAIL	2 from 59,900
33' RANGER	47,000
33' CHEOY LEE	52,500
33' SPAULDING SLOOP	22,000*
33' TARTAN 10	2 from 25,000
33' MORGAN M/S	75,000
34' PETERSON	48,000
34' C&C	63,000
35' SANTANA	59,500
35' CHEOY LEE	75,000
35' CORONADO	44,000*
36' ISLANDER FREEPORT	125,000
36' ISLANDER FREEPORT	132,000*
36' COLUMBIA	39,000
36' J	120,000
36' S-2	73,500
36' PETERSON/ROGERS	98,000
36' ISLANDER	3 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
37' FISHER KETCH	149,000
37' PETERSON	95,000
37' ESPRIT	120,000
38' C&C "ENTERTAINER"	77,000
38' FARALLON CLIPPER	46,000
38' YANKEE	69,500
39' CAL	2 from 77,000
39' ROGERS "FRACAS"	92,000
40' MARINER	79,500
40' GARDEN KETCH	74,000
41' SWAN	170,000
41' OFFSHORE CHEOY LEE	116,000
41' CT	72,500
41' KINGS LEGEND	96,000
42' DUBOIS	57,000 (pounds sterling)
41' WESTSAIL	150,000
42' SOLARIS CATAMARAN	179,500
43' METER R. BOAT	29,500
43' SWAN	119,000
45' S&S ALUM. "INCA"	129,000
45' DAVIDSON CUSTOM	235,000
47' OLYMPIC KETCH	138,000
50' SANTA CRUZ	200,000
52' KETCH	149,500

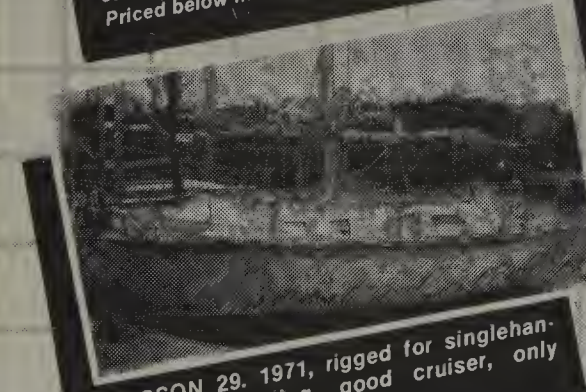
*SAN FRANCISCO BERTH INCLUDED



ISLANDER FREEPORT 36 — 1981. Used very little. Diesel, electronics, Avon dinghy w/outboard. Seller must sell, make us any offer.



ISLANDER 36 Diesel, Racing Sail inventory, complete electronics, self tailing winches, refer etc. Has received great care by original owner. Priced below market at \$69,500.



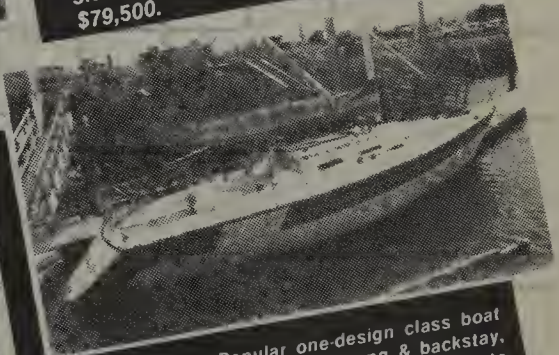
ERICSON 29. 1971, rigged for singlehanded, self-steering, good cruiser, only \$22,900 or best offer.



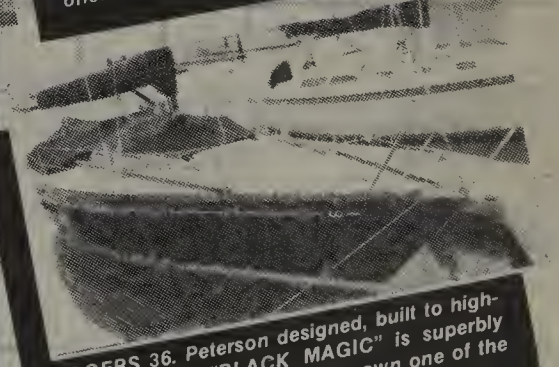
YANKEE 38. Respected offshore racer/cruiser, 12 bags of sails, diesel, seller 2-boat owner — must sell. Asking \$69,500.



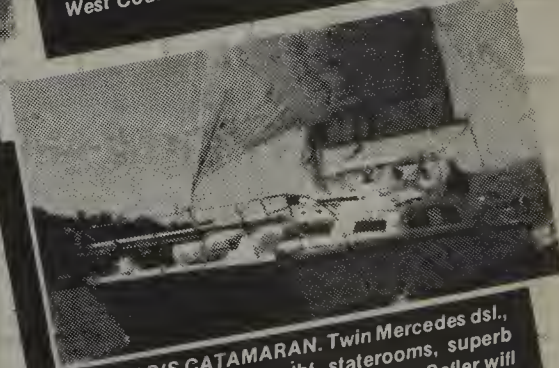
C&C 38. "The Entertainer". Certainly one of C&C's most successful designs. Has all the gear you'd ever need. Looks fast just sitting at the dock. Asking a realistic \$79,500.



SANTANA 35 — Popular one-design class boat w/all the toys for racing. Hyd. vang & backstay, complete sail inventory, stereo, etc. Will listen to offers over \$49,500, what a steal!



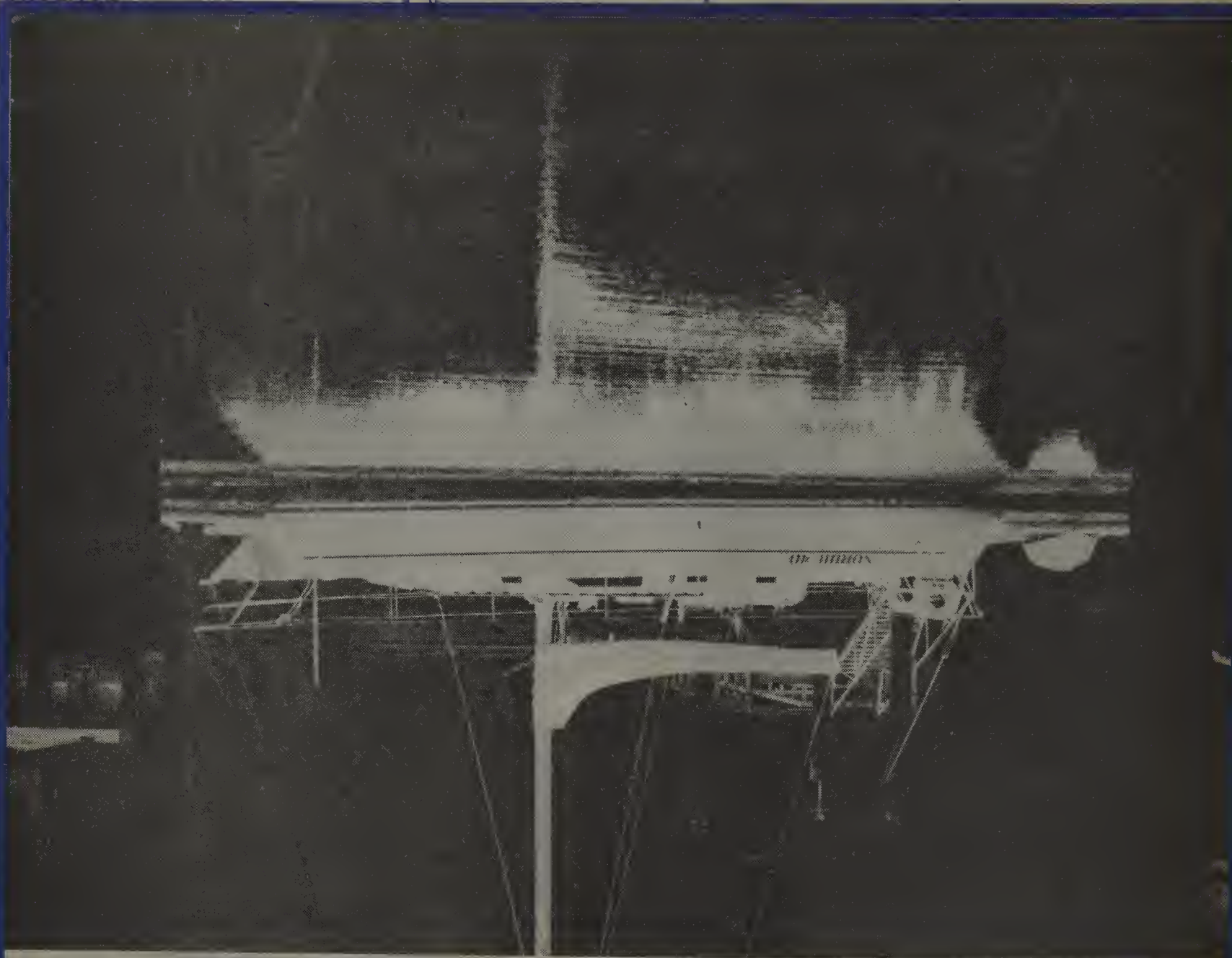
ROGERS 36. Peterson designed, built to highest standards, "BLACK MAGIC" is superbly equipped. Rare opportunity to own one of the West Coast's finest yachts at only \$98,500.



42' SOLARIS CATAMARAN. Twin Mercedes dsl., B&G, radar, etc. Four dbl. staterooms, superb charter boat with incredible potential. Seller will consider trades and offers.

Northridge 12/2/88 p 5
College of Honeda Clauser p 88

cart/steps p 69



NORDIC HAS TURNED THE SAILING WORLD UPSIDE DOWN

How? By being one of the leading innovators in the industry. Nordic was the first company to recess a non-skid material into the deck. Nordic also is using the finest bulkhead installation technique in the business, while others are content with compromise. The list of innovations, some big and some small, go on and on, but being creative is only part of the story. At a time when people were loosing faith in "American know-how", Nordic proved that an American company can build a yacht that is beautiful, strong and graceful while at the same time being competitive in an international marketplace. We know that Nordic has made a ripple in the reflection of the competition, come and see why.

Builders of the Nordic 40 and Nordic 44

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